

Latitude 38

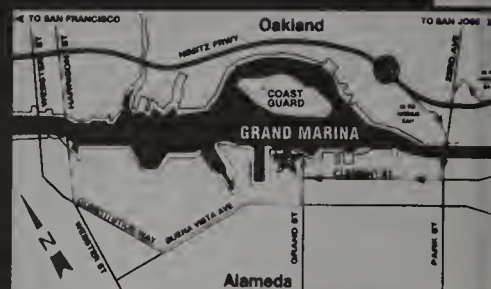
VOLUME 195, SEPTEMBER 1993

CIRCULATION: 48,000



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PREVAILING WINS

photo: Diane Whitt



Stockton Sailing Club's 1993 championship series is over. And the first-place finishers in four of the six divisions were "Powered by Pineapples."

Italia, Ni Orsi and Tom Miglioni's Columbia 5.5, finished first in a fleet of thirteen boats. *Italia* went into the last race only a fraction of a point from two other 5.5's and, after changing leads several times with her competition, pulled ahead and stayed ahead on the last downwind leg. Ni cites their "PINEAPPLE SPINNAKER SPEED" as the deciding factor.

Wreckless, Ralph Felton's Capo 26, won Division A with a kevlar 155% genoa added last year to a Pineapple main and working jib. *Wreckless* won Stockton's champion of champions race as well.

Windpacer, Bob Winter's beautifully maintained Vanguard, placed first in Division B, powered by a main and jib from Pineapple Sails.

And the MacGregor 26 *Off the Wall*, owned by Gary Wall, won Division C with a year-old Pineapple self-tacking jib.

Let's hear it for majority rule!

**Italia*

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at:
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Beneteau's 107 years of boat building experience culminates in this exceptional yacht. Her sailing performance and beauty are unparalleled. She comes fully equipped and ready to enjoy for many years. **PRICED TO MOVE.**

FIRST 35s7

The room and speed of a 38-footer beautifully executed by the world's most innovative boat builder has made this our hottest sailing model. Pleasurably priced.
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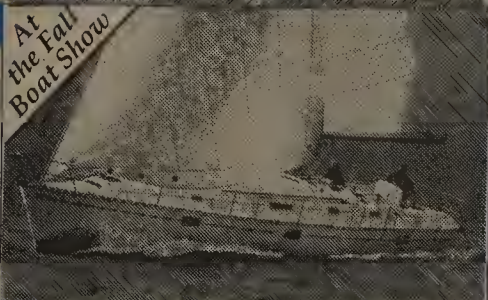
FIRST 310

A perfect family racer/cruiser. Fast and easy to sail. Her looks are outpaced only by her comfort and quality. **DELUXE EQUIPMENT PACKAGES INCLUDED DURING BOAT SHOW.**
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Beneteau has redefined performance cruising for the 90's with this elegant and spacious new yacht featuring innovative sail handling including a furling main. **LEASEBACK AVAILABLE.**
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COVER PHOTO: *Latitude 38* archives

It's always an uphill slog out the Gate. Depending on your perspective – perhaps you drank too much the night before – it can seem even more uphill than it really is.

Graphic Design: Colleen

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.



SHOULDN'T YOUR YACHT
BROKER BE A PROFESSIONAL?



New
Listing



1988 BENETEAU 405. A classic. Large aft cabin. Immaculate condition. Must see to appreciate. \$135,000.



1982 PASSPORT 40. Dark blue LPU beauty sports a maxi-prop, dodger, Pullman berth, and much more. \$135,000. (sistership)



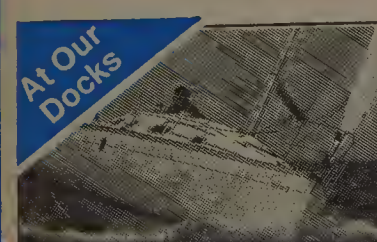
BENETEAU 375. 1985. Traditional teak interior in this roomy performance cruiser. Go out the Gate with confidence. \$74,500.



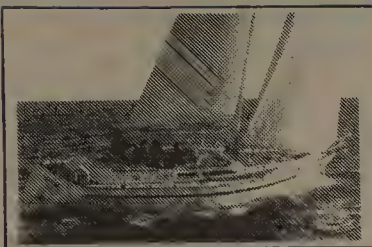
1990 BENETEAU FIRST 35s5. Super condition late model boat. Good value at \$79,900.



1981 NIAGARA 35. Spacious cruiser with plenty of equipment. Unique cabin layout. Canadian quality. \$59,500.



1991 BENETEAU FIRST 310. Popular, well equipped, beautifully finished. Great sailing boat. Just listed. \$62,500.



TASWELL 49. Impressively equipped including bow thruster. Customized and elegant. Call for appointment. \$449,000.



HYLAS 44, 1984. Very well designed aft cabin layout. Priced way below market for a quick sale. A "must see". \$149,500.

PARTIAL LISTINGS

25' CAPE DORY	8,500
27' CATALINA, 1974	reduced to 12,500
27' ISLAND PACKET, 1988	55,000
28' ISLANDER, 1984	22,900
30' LANCER, 1985	24,995
30' ALBIN BALLAD, 1978, excellent	22,250
31' ISLAND PACKET, 1986	69,000
32' ERICSON, 1976	make offer 24,000
33' NUNTER, '79	17,900
33' PEARSON, 1986	61,500
34' WYLIE, 1980	33,000
35' C & C, 1972	29,900
35' CHRIS CRAFT, BY 585, 1963	30,000
35' NIAGARA, 1981	59,500
35' ISLAND PACKET, 1989	129,000
36' ISLANDER, 1976, diesel	37,500
36' PEARSON, 1985	69,500
37' PASSPORT, 1988	139,000
38' SABRE, 1988	159,000
38' ISLAND PACKET, 1989	139,500
38' BALTIC, 1983	135,000
38' CABO RICO, 1988	160,000
38' CALIBER, 1988	134,000
40' PASSPORT, 1986	159,500
40' PASSPORT, 1982	135,000
40' X-119, 1990	128,000
40' CAPE DORY, 1985	135,000
40' TARTAN, 1986	145,000
41' FRERS, 1988	149,000
41' MANS CHRISTIAN, 1986	169,500
41' CAMBRIA, 1986	249,000
41' MORGAN OUTISLAND	2 from 69,900
41' CT KETCH	54,900
41' NELSON-MAREK, 1982	59,900
41' C&C, 1984	99,500
42' TARTAN, 1982	115,000
43' YOUNG SUN PN, 1983	89,900
43' MASON, 1982	145,000
44' NYLAS, 1985	149,500
49' TASWELL, 1991	449,000

BENETEAU BROKERAGE

31' BENETEAU FIRST 310, '91	62,500
34' BENETEAU OCEANIS 350, '88	65,000
35' BENETEAU FIRST 35s5, '90	79,900
37' BENETEAU FIRST 375, '85	74,500
40' BENETEAU 405, 1988	135,000
42' BENETEAU, 1985	129,500
43' BENETEAU 432, '87, new engine	117,500
45' BENETEAU FIRST 451S, '91	239,000
45' BENETEAU 456, '83	135,000

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At
the Fall
Boat Show



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The Island Packet 35 has proven to be an ideal bluewater cruiser for the couple demanding solid construction, massive storage capacity, impeccable sailing characteristics and a roomy interior. This winner of the Bermuda race may also win your heart.

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LOA 41'6" BEAM 12'11" LWL 34'0" DISP. 22,800 lbs.
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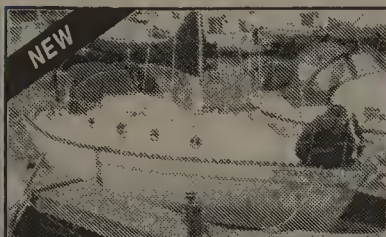


SMALL YACHT DIVISION

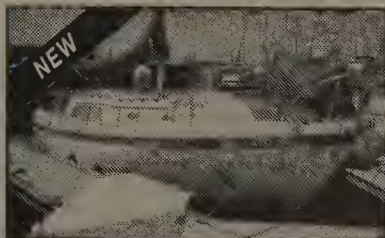
*Specializing in
boats under \$25,000*



US 27 - 13,900
With a diesel!!!



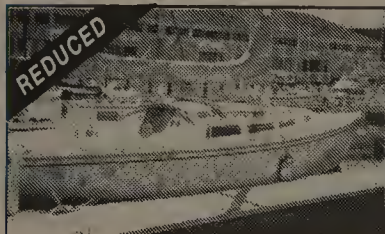
BODEGA 30 - 27,950
Quality pocket cruiser.



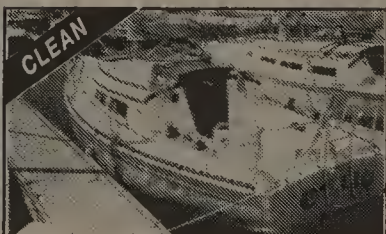
COLUMBIA 28 - 7,900
Tabernacle mast.



MORGAN 28 - 12,900
Bigggg boat!!!



CATALINA 30 - 19,950
Best in 30 feet.



NEWPORT 30 - 17,500
Super clean and fast.



CAL 22 - 9,900
Great boat on trailer.



CHRYSLER 26 - Make offer!
Owner in Hawaii.

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22' CAL w/trailer	9,995	28' TRITON	11,000
22' CATALINA	6,300	29' ERICSON	18,750
25' CAPE DORY	10,900	30' CATALINA	reduced 19,950
25' CATALINA	19,950	30' NEWPORT	17,900
26' MacGREGOR	10,000	30' ISLANDER BAHAMA	reduced 19,950
26' FRISCO FLYER, diesel	7,200	30' PEARSON	reduced 16,950
26' CHRYSLER, trailer	11,850	30' BODEGA	27,500
26' S-2, center cockpit	11,500	32' ISLANDER Wayfarer	reduced 16,950
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32' ERICSON 1989	67,500	40' CHEOY LEE	74,500
32' ISLANDER	28,500	40' C & C	79,900
33' ENDEAVOUR	38,500	40' CHEOY LEE	Make Offer
33' CAPE DORY	reduced 62,750	41' C&C	118,500
34' TARTAN	36,000	41' CORONADO	45,000
34' ERICSON T	35,000	41' MORGAN OI	69,000
34' CREALOCK	114,500	41' CT	69,000
34' ALOHA	62,500	41' COLUMBIA	2 from 45,000
35' CUSTOM BABA	85,000	42' HUNTER PASSAGE	177,500
36' MORGAN OUT ISLAND	39,500	43' RON HOLLAND	85,000
36' SABRE	98,000	43' OCEANIS 430	159,000
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36' SPARHAWK	69,800	44' GULFSTAR	77,000
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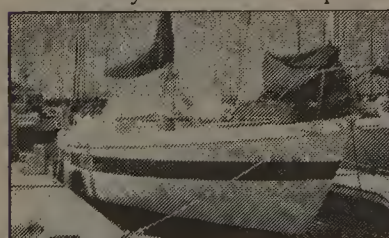
COLUMBIA 50 109,000
Couple's cruiser.



CHEOY LEE 40 74,500
Beautiful yawl. Aluminum spars.



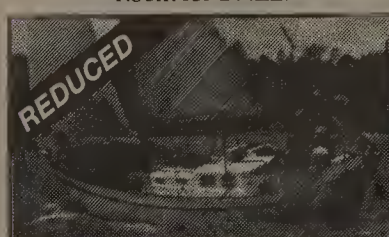
CHEOY LEE 40 59,000
Lots and lots of gear!!!



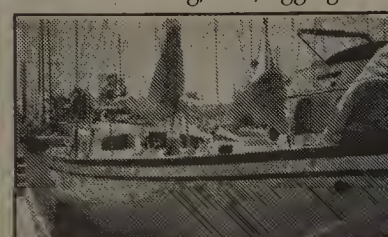
CORONADO 41 45,000
Room for DAZE.



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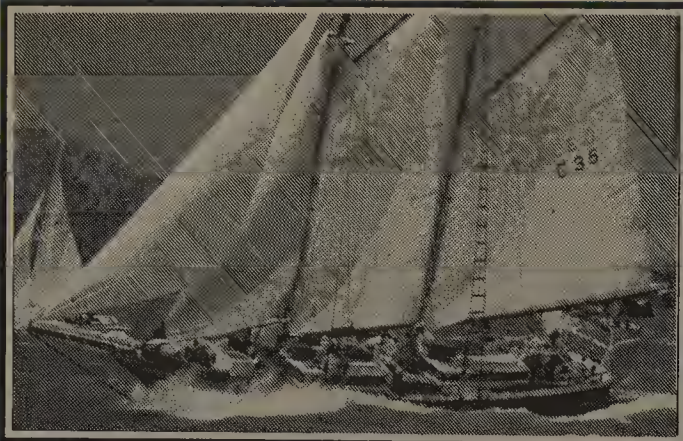


MASON 37 59,950
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1-1/2" mahogany on oak frames.

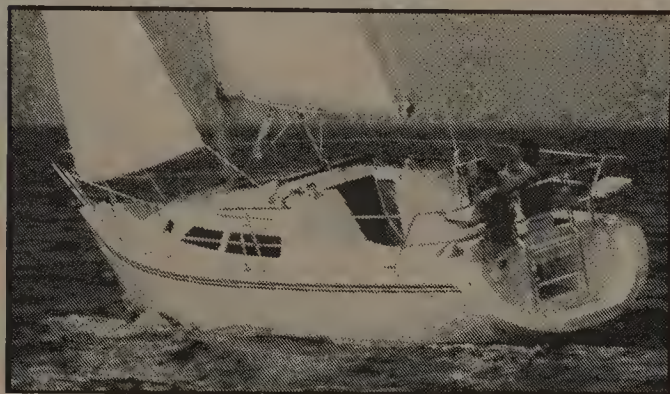
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BROKERAGE

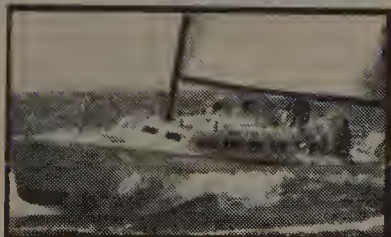
SAIL

16' Hobie, '86, w/trlr	\$2,595
24' Columbia	\$4,500
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Sail Shape ...not Sales Hype!

Photo by Latitude 38

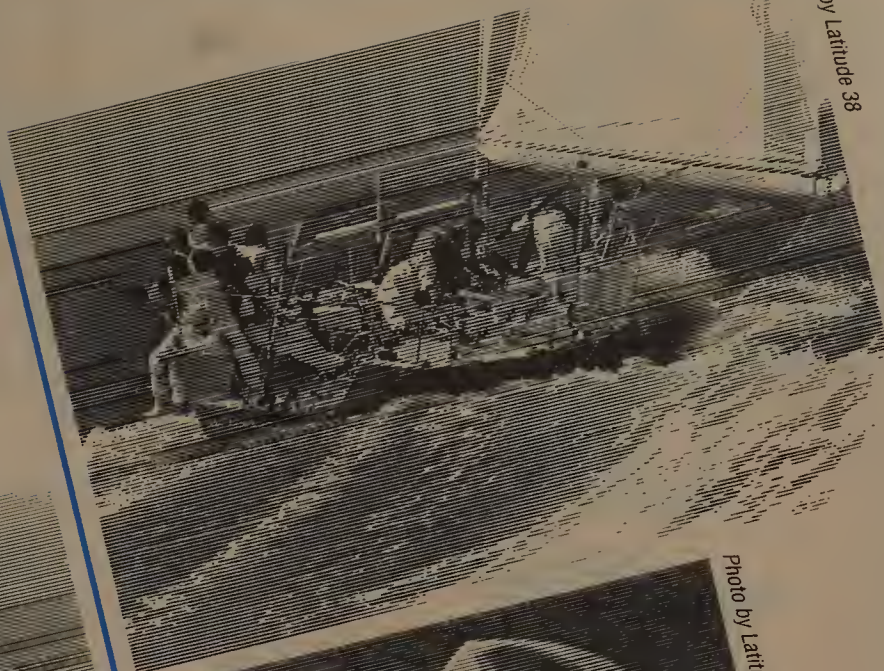


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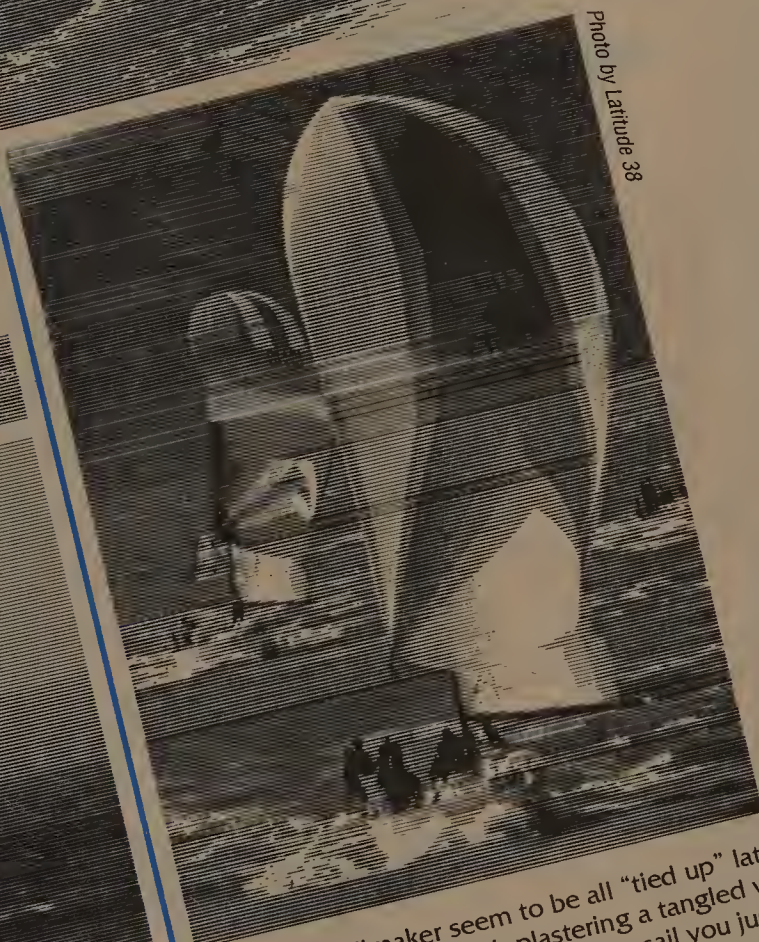


Photo by Christian Fevrier

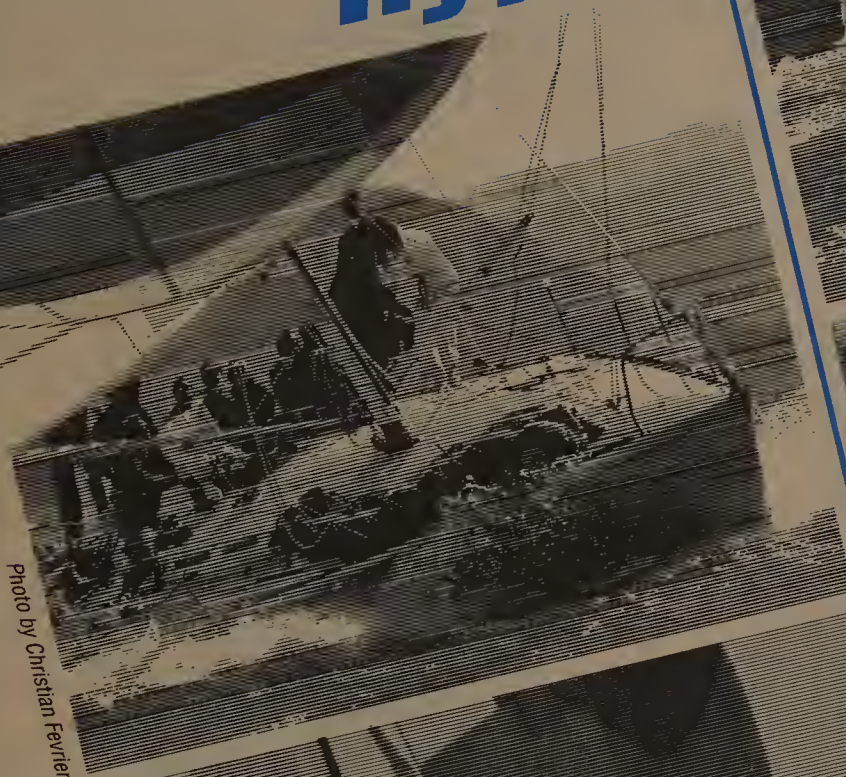


Photo - Paul Kaplan



Does your sailmaker seem to be all "tied up" lately? And so preoccupied with plastering a tangled web of tapes and straps all over the new sail you just ordered. . . that they forgot to build in the right **shape** in the first place?

Are you just plain confused by all the sales hype that some lofts are spewing out? And still waiting for proof that "this year's" hot new gimmick is really faster than "last year's" hot new gimmick?

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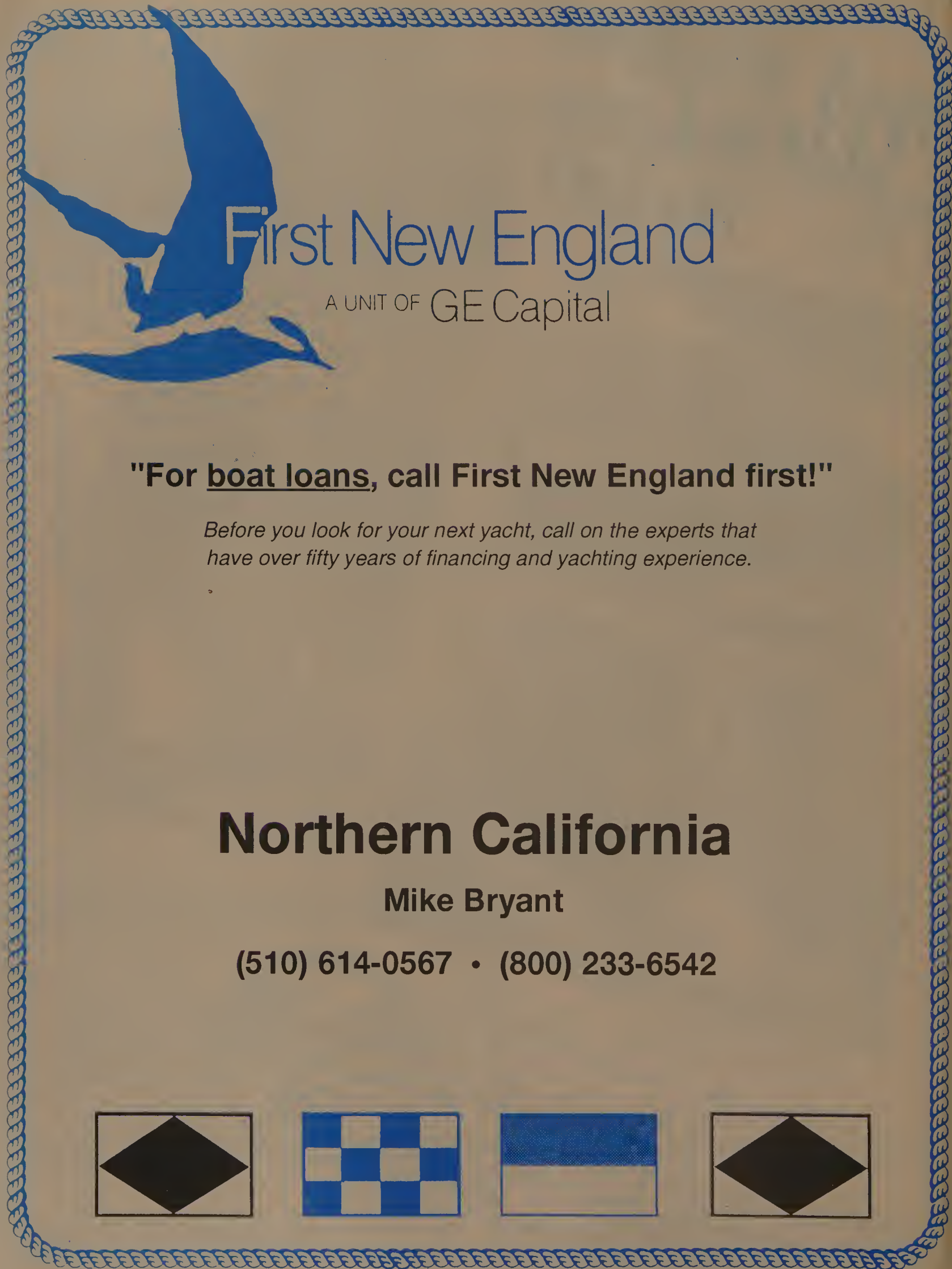
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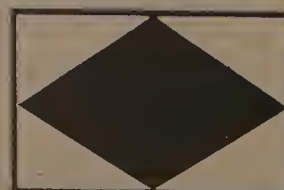
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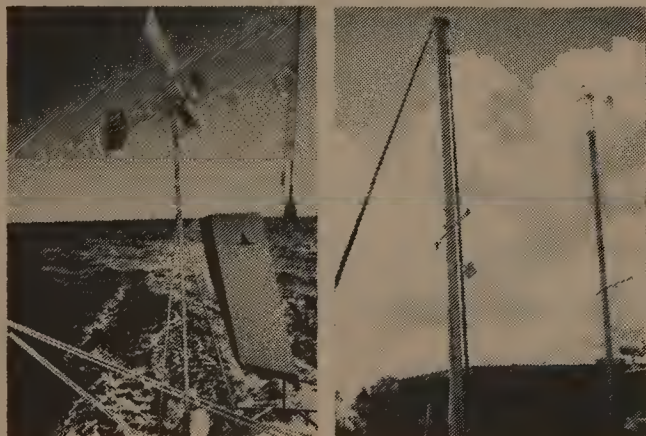


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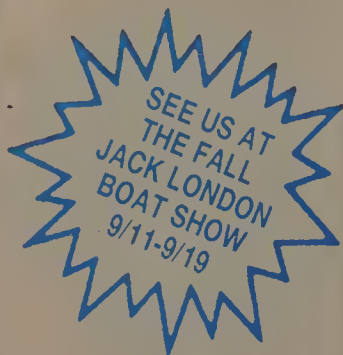
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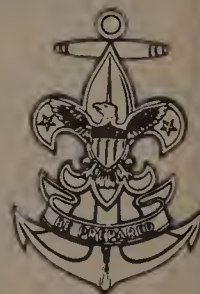
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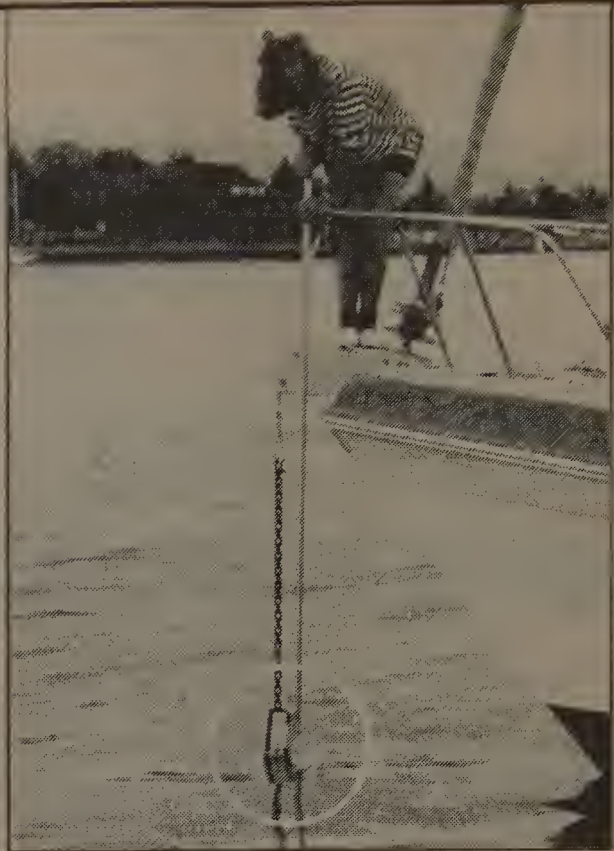
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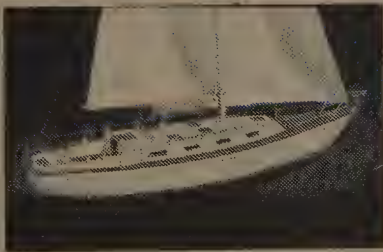
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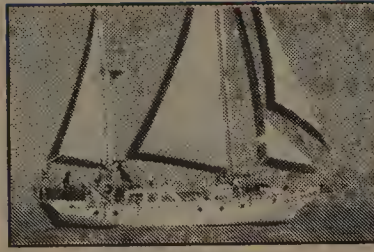
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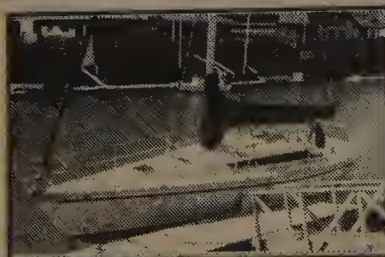
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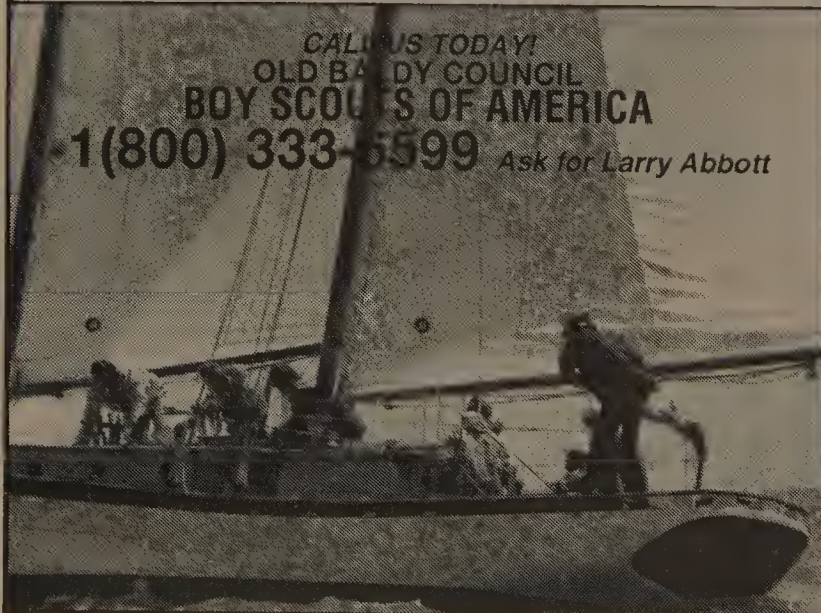
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The seminar is sanctioned by *Cruising World* and the USSA, and sponsored by West Marine.

CALENDAR

Nonrace

Sept. 1, 1862 — Liquor was banned from U.S. Navy ships, except for 'medicinal purposes'. Wink, wink.

Sept. 4-6 — Hans Christian Owners Association Cruise to Half Moon Bay, with luau to follow. Marcus or Vera Anderson, 873-3989.

Sept. 4-6 — ChickenShip Regatta/Cruise. The annual Master Mariners amphibious assault on Petaluma. Dan Drath, 851-7601.

Sept. 8 — "Coastal Navigation," a seminar by Dick Winter. Stockdale Marine Theatre (Sacramento); 7:00 p.m.; free. Ryan, (916) 332-0775.

Sept. 9 — "Celestial Navigation," a seminar by Gale Stockdale. Same drill as above.

Sept. 9 — College of Alameda Coastal Piloting class begins. For details, call instructor Sam Crabtree at (800) 959-4855.

Sept. 9 — Organizational meeting for the new Tahiti Cup YC at the St. Francis YC. Get in on the ground level of something good! Keith Buck, (510) 837-9424.

Sept. 11-19 — Fall Boat Show at Jack London Square. Stop by the *Latitude* booth and entertain us! Northern California Marine Association; Dee Godbey, (510) 834-1000.

Sept. 14 — "Sailing and Seamanship," a free seven-week course offered by Coast Guard Auxiliary Flotilla 12 at the Sausalito Cruising Club. Tuesdays and Thursdays, 7:30 to 9:30 p.m.; info, 332-4524.

Sept. 17 — "The Elements of Successful Multihull Cruising," a free seminar hosted by BAMA at Joseph Rizza Auditorium at Cal Maritime Academy (Vallejo), 7 to 9 p.m. Speakers include Jocelyn Nash, Kelly O'Neill and Don Sandstrom. Call the latter at (510) 339-3352 for specifics.

Sept. 18-19 — 5th Annual Wooden Boat Festival at Bay View Boat Club. Varnish the hatches! Polish the portholes! Scrub the bilges! Get ready for a full weekend of dinghy racing, chantey singing, flea marketing, story-telling, barbecuing, beer drinking and more. BVBC, 495-9500.

Sept. 18-19 — Ericson 27 Cruise to Angel Island. Tim McGinty, 359-9178.

Sept. 20, 1519 — Portuguese sea captain Ferdinand Magellan started his epic voyage around the world, the first positive proof that the world is round. Sailing for Spain with five ships (*Concepcion*, *San Antonio*, *Santiago*, *Trinidad* and *Victoria*) manned by 241 sailors, Magellan's trip was jinxed from the get-go. Three years later, only one ship and 17 men completed the circumnavigation — Magellan wasn't among them. After discovering (and naming) the Straits of Magellan and the Pacific Ocean (he named it "peaceful" because it seemed sedate compared to the Atlantic), Magellan was killed in a battle between rival Filipino groups on the island of Mactan.

Sept. 22 — Autumnal Equinox. . . enjoy Indian Summer!

Sept. 24 — John Jourdan will show slides and videos of the '89/'90 Whitbread Race one more time, as well as discuss the upcoming Whitbread, the recent TransPac (as seen from *Silver Bullet's* nav station) and the ongoing Big Boat Series. Free program starts at 8 p.m.; optional dinner at 7 p.m. Encinal YC, (510) 522-3272.

Sept. 24 — "20 Years of the Whitbread Race," an ESPN retrospective. Set your VCR for 10 a.m. PST.

Sept. 25-26 — Islander 36 Association Cruise to Half Moon Bay. Art Fowler, 941-2335.

Sept. 29 — "Crew Overboard Recovery Seminar," a free program at the Sausalito Cruising Club from 7:30 to 9:30 p.m. See related article on page 124. Sponsored by the Modern Sailing Academy, 331-8250.

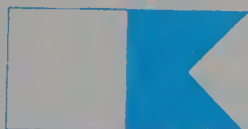
Sept. 30 — Full moon. . . why not go night sailing?

Oct. 1 — "Chartering in the Caribbean," a free slide show by Richard and Barbara Gere. (No, ladies, not *that* Richard Gere.) Stockdale Marine Theatre (Sacramento); 7:30 p.m.; Ryan, (916) 332-0775.

Oct. 2 — Marine Flea Market at Peninsula YC (Redwood City). Tables are \$5 each. For reservations, directions or info, call Val

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CALENDAR

Roemer, 367-1268, or Rick Drain, 367-9926.

Oct. 2 — Realistic Cruising Seminar for "those about to go." All day (8:30 a.m. to 5:30 p.m.) at the Oakland YC. For info/reservations, call Diana Jessie at (510) 769-6704.

Oct. 2-3 — Morro Bay Harbor Festival. Info, (805) 772-1155.

Oct. 3 — Boats on the Boardwalk: The Third Annual Antique and Classic Wooden Boat Show in Old Sacramento. Dana Phillips, (916) 366-1146.

Oct. 5 — *Latitude 38's* Annual Mexico Crew List Party. Olé! See you at the new, improved Golden Gate YC between 6-9 p.m. For more insights into this cultural highlight, see *Sightings* or call us at 383-8200 (maybe our voicemail will let you through!).

Oct. 9 — Fleet Week commences with the popular Blue Angel Air Show. Zoom, zoom! Check the *Chronicle* for details.

Oct. 9-10 — Master Mariner's Drakes Bay Cruise. Dan Drath, 851-7601.

Oct. 13 — Singlehanded Sailing Society's TransPac Seminar Series begins; 7:30-9:30 p.m. at the Oakland YC. Seminars continue on the second Wednesday of the month until the Singlehanded Transpac starts on June 25th. Dan Benjamin, (510) 443-3213.

Oct. 14 — ESPN coverage of the Sept. 25th Whitbread Race start. Eight more episodes will follow more or less monthly. Check local listings for time (7 p.m. PST, we think).

Oct. 16 — Sausalito West Marine Flea Market, 8 a.m. to 2 p.m.; \$10 for a seller's spot; refreshments available; one of the biggest and best swap meets around. Bobbi or Rann, 332-0202.

Oct. 23-24 — Sausalito Tall Ships Society's 5th Annual Vintage Boat Show at the Bay Model. Check the wooden boats out, test sail a Bear boat, eat, drink and generally be merry. The featured vessel is *Lady Washington*, the Tall Ship Ambassador from the state of Washington. For details (or perhaps an application to show your maritime craft) call the STSS at 332-1727.

Racing

Sept. 3 — Windjammers Race to Santa Cruz. First gun at 0850 off St. Francis. No 'whaling' allowed! YRA, 771-9500.

Sept. 4 — Fifth Annual Jazz Cup: downwind from Treasure Island to Benicia. Currently sold out (100 boats!), but you might get in if you shmooze the right people. Co-sponsored by South Beach and Benicia YCs. Details, (415) 688-3355.

Sept. 4-6 — Fourth Annual IBM/Sailing World National Offshore One Design (NOOD) Regatta for J/35s, J/105s, J/29s, J/24s, Melges 24s, Olson 25s, Olson 30s, Express 27s, Hawkfarms and 11:Metres. Doubles as the Nationals for the last five classes. This regatta will be bigger — and arguably more exciting — than the following Big Boat Series. StFYC, 563-6363.

Sept. 5 — Bang & Go Race: watery mayhem off the Santa Cruz Municipal Wharf. Santa Cruz YC; Tom Carter, (408) 476-1479.

Sept. 9-12 — J/35 North Americans. Between 20 and 25 boats (half local, half visitors) are expected. St. Francis YC, 563-6363.

Sept. 11 — Final HDA Race. Going down the home stretch, the following boats are looking golden in their divisions: *Cabaret*, *Wind Chaser*, *Fast Forward*, *Chesapeake* and *Dulcinea*. YRA, 771-9500.

Sept. 11-12 — Easom Founders Regatta on the Circle for Etchells. San Francisco YC, 435-9133.

Sept. 11-12 — Melges 24 Pacific Coast Championships at Lake Tahoe. Greg Dorland, (916) 583-6107.

Sept. 11-12 — Plaza Cup for Santana 35s and SC 40s. Doubles as the Tuna 35 Nationals. MPYC; Charlie Kurtman, (209) 435-1074.

Sept. 18 — Tiburon YC's Women's Race. Susie Woodrum, 332-5970.

Sept. 18 — Island YC's Annual Jack & Jill Race. Why do the women's races always conflict with each other? Kenn Lewis, (510) 426-7860.

Sept. 18 — South Bay YRA race #6, sponsored by San Leandro YC. Mike Dixon, (510) 635-5878.

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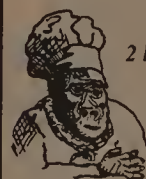
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Sundays 10am-2pm • Center Basin

JLS Concert Series

Thursdays 5:30-7:30pm • Pavilion Steps

Art Series

Tuesdays 7-8pm • Barnes & Noble

Cartoonist Across America

Sept. 3, 2-5pm • Barnes & Noble

Youth Soccer Celebration

Sept. 4, 3-10pm • Pavilion Stage

NorCal Boat Show

Sept. 11 - 19 • Center Basin

Italian Festa '93

Sept. 19, 11am-5pm • All Square

Black Cowboy's Parade

Oct. 2, 11am-6pm • Broadway/Square

Tall Ships

Oct. 15 - 17, all day • Waterfront Plaza Docks



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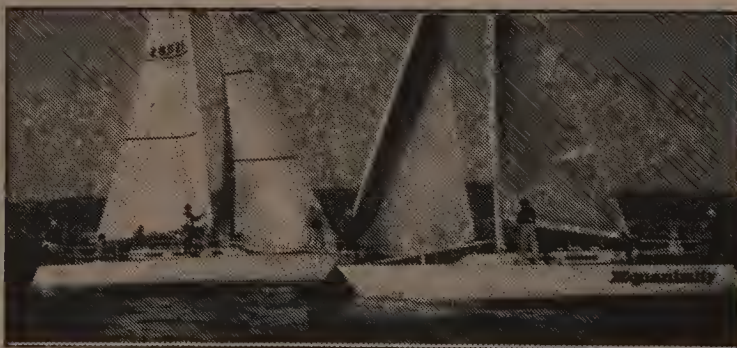
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CALENDAR

Sept. 18-19 — Drake's Bay Race — a nice place to visit this time of year. Someone should organize a beach cookout! Hosted by Corinthian YC. For details, call YRA at 771-9500.

Sept. 18-19 — Runga Kutta Race: San Francisco to Half Moon Bay. Co-sponsored by Sierra Point YC and Half Moon Bay YC. Mike Davis, 583-9653.

Sept. 18-19 — Jim Ong Regatta for Cal 20s, Santana 22s, Wylie Wabbits, Lightnings and Snipes. Richmond YC, (510) 237-2821.

Sept. 20-26 — Mazda World Championship of Match Race Sailing in Perth, Australia. The top ten match racers in the world have been invited to compete in identical Farr 36s. In order of current ranking, the skippers are Russell Coutts (NZL), Chris Dickson (NZL), Jesper Bank (DEN), Peter Gilmour (AUS), Rod Davis (NZL), Peter Isler (USA), Ed Baird (USA), Magnus Holmberg (SWE), Paul Cayard (USA) and Chris Law (GBR). Eleventh-ranked Bertrand Pace will substitute for Dickson, who will be off on the Whitbread Race.

Sept. 22-26 — 30th Annual Big Boat Series, featuring J/35s, Express 37s, SC 50s, J/105s and the mysterious new 'St. Francis Rule' division for handicap boats. Possibly a Swan class and a grand prix IMS class if interest warrants it. St. Francis YC, 563-6363.

Sept. 25 — Wallace Cup. Oakland YC, (510) 522-6868.

Sept. 25 — Whitbread Round the World Race begins from Southampton, England. Six maxis and ten W-60s will battle each other and the elements over 31,975 miles and nine months.

Sept. 25 — Champagne Lace Race, a ladies-only PHRF race sponsored by Oyster Point YC; Lynn Malloy, 952-7403.

Oct. 2 — Hans Christian Owners Association Annual Regatta at Encinal YC. Joe or Sandy Tynik, (510) 523-0775.

Oct. 2-3 — Ballena Bay YC's South Bay Challenge Regatta. Les Clark, (510) 523-5169.

Oct. 2-3 — Half Moon Bay Race, the final OYRA event. Traditionally a pleasant sail both ways, with decent restaurants for dinner and breakfast. YRA, 771-9500.

Oct. 2-3 — Duraflame Cup: An 11:Metre regatta out of Pier 39. For details, call John Sweeney at 567-8880.

Oct. 3-8 — Folkboat Internationals on the Cityfront. St. Francis YC, 563-6363.

Oct. 9-10 — El Toro Stampede. The fun never stops in Tinytown! Richmond YC, (510) 237-2821.

Oct. 10 — Jessica Cup. St. Francis YC, 563-6363.

Oct. 16-17 — Calvin Paige Regatta for Stars. St. Francis YC, 563-6363.

Oct. 16-17 — Hot Tuna Rally for Santana 35s, 11:Metres and Melges 24s. Encinal YC, (510) 522-3272.

Oct. 16-17 — Vallejo 1-2, sponsored by the Singlehanded Sailing Society. Pat Zajac, (510) 232-9965.

Oct. 23-24 — Yankee Cup & Champion of Champions — an opportunity to mess up your PHRF rating. Hosted by Richmond YC (are these guys busy this year, or what?); YRA, 771-9500.

Oct. 23-24 — International Masters Regatta at St. Francis YC. J/24 bumper-car racing for the older, wiser set. Don Trask, (510) 522-0545.

Oct. 23-24 — Ultimate 30 Nationals in Seattle. They're back! See *Race Notes*. Russ Johnson, (206) 340-2904.

Oct. 30-31 — Great Pumpkin Regatta. RYC, (510) 237-2821.

Oct. 31 — Cruising division of Long Beach YC's Cabo San Lucas Race gets underway. See the Mexico preview article elsewhere in this issue for details. LBYC, (310) 598-9401.

Nov. 5-6 — Racing divisions begin the Cabo San Lucas Race. Long Beach YC, (310) 598-9401.

Nov. 6 — The Bay Area midwinter series kick off, beginning with Golden Gate YC's cityfront PHRF event. Where did the summer go?? Next month, we'll have the full run-down of midwinter racing venues.

Remaining Beer Can Races

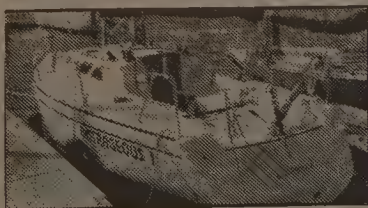
BAY VIEW BOAT CLUB — Monday Night Madness. Second

J/105

One-Design Success



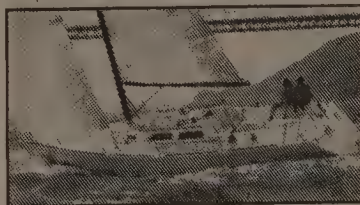
Ten J/105s Entered for Big Boat Series J-Boats pioneered the concept of the new easy-to-sail J/Sprit boats – a concept for the '90s combining exhilarating performance, ease of use, quality and comfort. Come see them at our office or the Big Boat Series, and you'll see why you can have more fun with more ease than in any other boat!



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24' J/24, 1981, <i>Strange Crew</i>	11,500
24' J/24, 1979, <i>Breakthrough</i>	9,000
24' J/24, 1986, <i>Lewick</i>	25,500
24' J/24, 1989, <i>Fresh Aire</i>	26,500
24' J/24, 1986, <i>Wet 'n' Wild</i>	25,000
29' J/29, 1984, <i>Maybe</i>	33,000
29' J/29, 1983, <i>Powerplay</i>	24,000
29' J/29, 1984, <i>Bad News</i>	32,500

35' J/35, 1983, <i>Rival</i>	75,500
35' J/35, 1989, <i>Red Line</i>	86,000
35' J/35, 1983, <i>Something</i>	60,500
35' J/35, 1983, <i>Draco</i>	62,000

SANTANA

35' Santana, 1980, <i>Amer. Eagle</i>	35,000
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EXPRESS

37' Express, 1985, <i>Flamingo</i>	Pending
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25' Olson 25E, 1988, <i>Leonora</i>	17,900
25' Olson 25	18,000

SABRE

38' Sabre MkII, 1990	169,000
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CAPE DORY

30' Dory M/S, 1988	74,900
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CRUISER

29' Cal, 1974	19,800
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38' Soderberg, 1985, <i>Svendle</i>	39,000
40' Tripp, 1992, <i>Bullseye</i>	195,000

RACER/CRUISER

29' Ranger, 1974	16,500
------------------------	--------

30' Olson 911S, 1990	46,500
33' C&C, 1976	25,500
34' Schock 34PC, 1987	59,000
35' C&C III, 1983	Pending
36' Islander, 1972	45,000
40' C&C, 1980	69,500
41' Tartan, 1975	59,950

POWER

24' Bayliner, 1987	22,000
34' SabreLine, 1991	179,000
36' Tiara, 1989	305,000

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1993 OYRA Jim Ong Ocean Triangle	1st in Class
1993 SSS In-The-Bay Race	1st in Class
1992 Ocean Vallejo Race	1st in Class

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CALENDAR

half: 9/6, 9/20. John Super, 243-0426.

BENICIA YC — Thursday Night Series (through September 23). Mark York, (707) 452-1160.

BERKELEY YC — Friday Night Series (through September 24). Free! Paul Kamen, (510) 540-7968.

CORINTHIAN YC — Friday Night Series (through September 10). CYC, 435-4771.

ENCINAL YC — Twilight Series on the Estuary. Second half: 9/17, 10/1. Larry Duke, (510) 531-1860.

ISLAND YC — Friday Nights on the Estuary. Second half: 9/10, 9/24. Kenn Lewis, (510) 426-7860.

OAKLAND YC — Wednesday Night Estuary racing: 9/1, 9/8, 9/15, 9/22. OYC, (510) 522-6868.

OYSTER POINT MARINA — Tuesday Night Series (through September 21). Dick Timothy, 952-5540.

OYSTER POINT YC — Friday Night Series: 9/24. OPYC, 873-5160.

RICHMOND YC — Wednesday Night Series: 9/1, 9/15. RYC, (510) 237-2821.

SANTA CRUZ — Wet Wednesdays (through October). Tom Conerly, (408) 427-2152.

SAUSALITO CC — Friday Night Series. Second half: 9/10, 9/24. Pat Broderick, (707) 528-2109.

SAUSALITO YC — Sunset Series (Tuesdays). Second half: 9/14. Chuck Mellor, 331-2411.

SPINNAKER SAILING — Laser Series at Shoreline Park. Monday evenings through October 4. Rich Ferrari, 965-7474.

TIBURON YC — Friday Night Series: 9/10, 9/17. Ken Andersen, 564-2865.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

September Weekend Currents

date/day	slack	max	slack	max
9/04Sat				
	1006	0054/3.0F	0401	0640/3.2E
	2241	1300/2.8F	1600	1900/3.8E
9/05Sun				
	1034	0129/2.8F	0445	0719/2.8E
	2325	1334/2.5F	1630	1939/3.7E
9/06Mon				
	1104	0218/2.5F	0534	0802/2.4E
		1415/2.2F	1704	2026/3.6E
9/11Sat				
	1047	0011/3.7E	0425	0727/2.7F
	2158	1253/1.8E	1620	1908/2.1F
9/12Sun				
	1134	0114/4.0E	0517	0819/3.1F
	2301	1353/2.4E	1719	2007/2.6F
9/18Sat				
	0937	0025/4.5F	0340	0615/4.0E
	2219	1230/3.7F	1528	1835/5.3E
9/19Sun				
	1023	0116/4.3F	0438	0703/3.4E
	2315	1316/3.4F	1611	1924/5.2E
9/25Sat				
	1049	0040/3.5E	0438	0753/3.1F
	2224	1400/2.1E	1654	1954/2.3F
9/26Sun				
	1134	0147/3.5E	0529	0840/3.2F
	2322	1441/2.5E	1746	2048/2.6F

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Swan 42	(1982)	195,000
Swan 43	(1985)	290,000
Swan 441	(1979)	160,000
Swan 46	(1984)	450,000
Swan 51	(1982)	375,000
Swan 57	(1985)	425,000
Swan 59	(1986)	925,000
Swan 61	(1985)	840,000
Swan 65	(1979)	595,000
Swan 651	(1984)	1,175,000
Swan 90	(1991)	4,000,000

NAUTOR'S SWAN

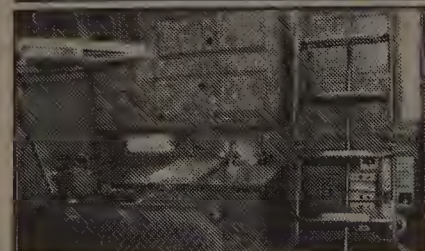
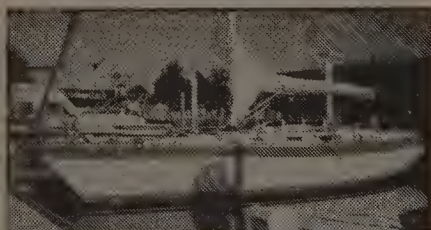
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37' Express	98,000
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38' Hood	139,000
38' Hans Christian	84,500
39' C & C	77,500
40' Tripp	189,500
40' Cheoy Lee	52,000
40' Challenger	84,500
40' Frers	OFFERS
41' Sceptre (NEW)	239,000
42' Golden Wave	119,000
44' Tanton	158,000
45' Custom S&S	119,000
46' Island Trader	120,000
50' Custom	69,500
59' Hinkley Sou'West	595,000
63' Cheoy Lee	460,000

28' Carver	35,000
32' Bayliner	59,000
32' Bayliner	57,000
33' Egg Harbor	80,000
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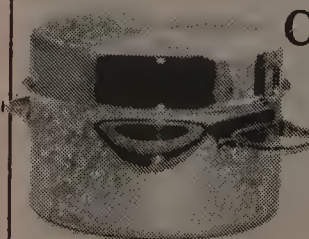
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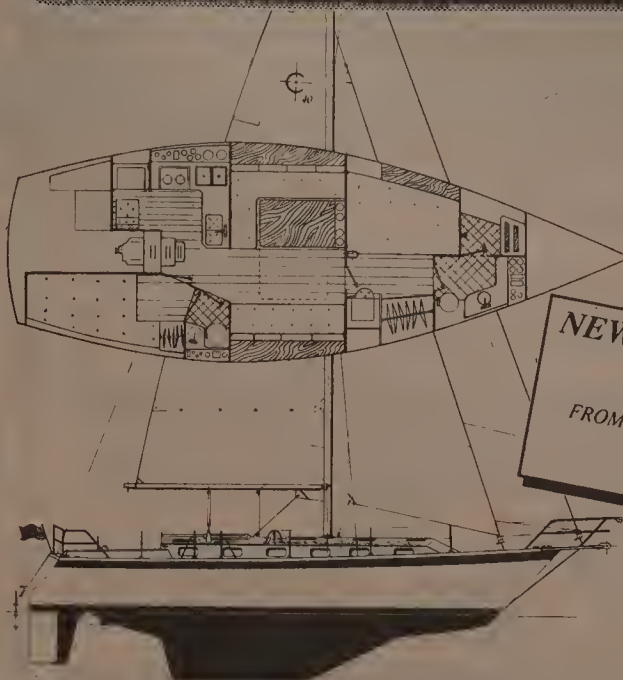
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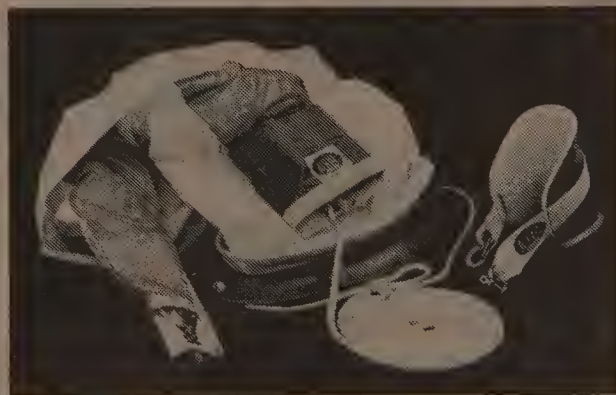
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LETTERS

TRULY SPECIAL

Every once in a while, a truly special boat comes along. Truly special boats come in all different shapes, sizes and purposes, but the ones that I consider special are the racing yachts that have the mystique, character and speed to be able to stay on the scene long after their contemporaries have become landfill or fish habitats. *Ticonderoga*, *Windward Passage* and *Ragtime* are a few of the boats that come to mind as being truly special. So does the Farr 52 *Zamazaan*.

In 1986, Jack Ford bought *Zamazaan* from the bank which had repossessed her. She had been stranded, neglected and vandalized, but the cold-molded New Zealand-built Kauri hull and deck were still in good shape and he set about rebuilding her. I was commissioned to design a new rig and deck layout and modify her interior to bring the boat up to date and make her competitive again.

Ford has been accused of a lot of things, but I remember him as a guy who loved boats — especially *Zamazaan*. Doing much of the work himself, he stripped the boat down to the bare hull inside and out, and rebuilt it piece by piece to the same standard of quality as the original.

When the job was completed, *Zamazaan* was better than ever. Six hundred pounds had been taken off the deck alone, and the layout was state of the art. Inside, a couple of bulkheads were repositioned and the saloon rebuilt to make the boat lighter and more comfortable. Aloft, the rig was six feet taller, with corresponding increases in the J and E dimensions. The entire boat was repainted and varnished inside and out, and she had a new set of sails.

Zamazaan was relaunched in January, 1987. I sailed on her every race as long as Ford owned her. Our first race was from L.A., around Catalina, to Dana Point. We had light air all the way around the course, but the new tall rig and lighter hull put us well in front of the fleet. Around 5:00 p.m., as we cleared the West End of Catalina, Ford blundered. He told the crew that if we finished before midnight, all the drinks would be on him until the bar closed. That put a new urgency into our race. The guy was uncleaned and the chute trimmed to perfection as we glided across the channel, forgetting about the competition, which was well behind us, and concentrating on the clock and knotmeter. We had the boats tied up and were at the yacht club bar well before midnight. That victory cost Ford about \$500.

In March of that year we raced the boat to Cabo. It was a breezy race and we rode a front all the way down the course, finishing in about 3 days, 11 hours. It was our best race and we corrected out second in class.

The '87 TransPac was our next big race. Ford, never one to seek out hired guns, refused to let any sailmakers or other self-styled rock stars race with us. So with a gang of homeboys from Longo, we managed a third in class.

We did one more race in *Zamazaan*, Cabo in November of '87. By then things were getting a bit sticky for Ford, and he wasn't able to focus on the race. We finished in the middle of the fleet, our worst showing ever. Ford was arrested and the boat impounded the day she arrived home from Cabo. That put an end to *Zamazaan's* career — or so I thought.

There are some ironic twists to that period which will keep *Zamazaan* forever in my mind. To the best of my knowledge, Ford was never convicted of anything, although he never did explain how that million dollars in cash got into his apartment. It cost him hundreds of thousands in legal fees, though. When it was all over, he told me that he was sick of the legal system in this country and simply left town. I haven't seen or heard from him since.

In 1986 my son, Graham, was killed in an auto accident. He is buried in a hill overlooking the sea behind Newport Beach. I often go up there and sit and talk to him. The view from where he lies looks out over a small reservoir, past Newport Beach to the sea. On a clear day you can see the green hills of Catalina. It is a lovely, tranquil place.

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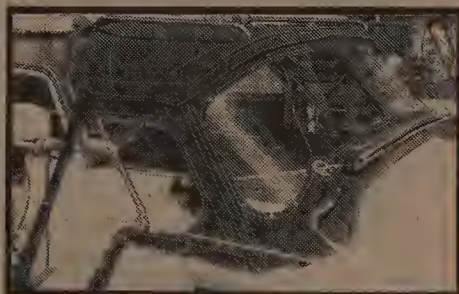
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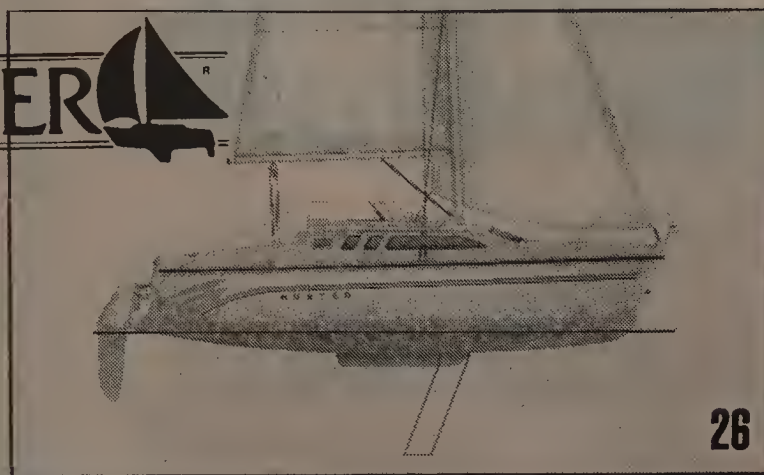
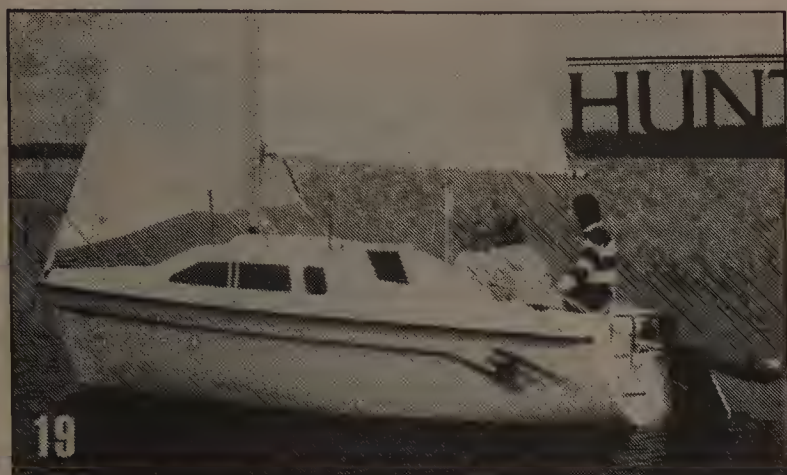
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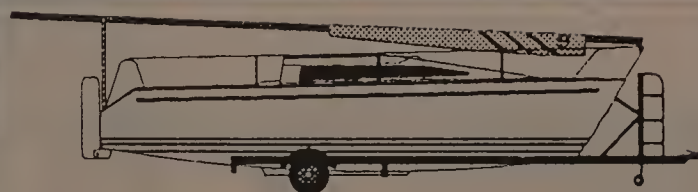
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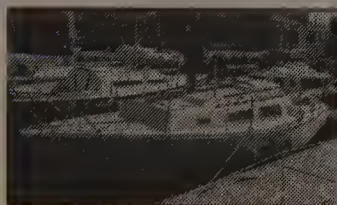
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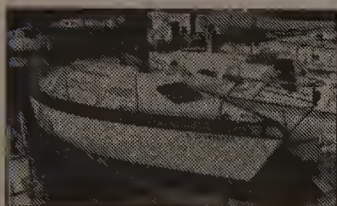
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LETTERS

Imagine my surprise when I went up there one day in early 1988 and looked out toward the sea. There, not 300 yards below, was *Zamazaan*. The Feds, in their infinite wisdom, had chose to store my old friend *Zamazaan* there. She was propped up in a storage yard next to the tiny reservoir. She rested there for five years, slowly disintegrating. I firmly believed that her life was over.

When I go to visit my son, I never know how I'll feel until I get there. Sometimes happiness for the time we had together, sometimes sadness for the loss. In time, I began to have similar feeling for *Zamazaan*. It's good that there are special boats, and people to bring them back again and again from the past.

Leif Bailey
Bboats
Santa Ana

Leif — Through all her peaks and valleys, we, like you, have felt a special attraction for Zamazaan. We were out at Diamond Head when Ford, you and the rest of the crew crossed the '87 TransPac finish line at sunset. She looked spectacular, all the more so for having been a lost cause just a year or two before.

IT LEAKS AND NEEDS FLUID ADDED

I have a Merriman integrated hydraulic backstay adjuster that came with the used 1978 boat I bought. The unit, which was probably new with the boat, leaks around the release.

No repair manual or literature for the unit came with the boat, and I'm worried I won't be able to find anyone who has any hard information about this backstay adjuster. Merriman is out of business, of course, and the Seattle outlet which bought Merriman's stock has no more information than do local riggers.

I need the leak repaired and more fluid added. Can any of your readers help? Anything such as a brochure, instruction manual, diagrams would help — or the location of anyone would could fix it.

I can be reached at (510) 235-6679 or P.O. Box 121, El Cerrito, 94530.

Doug Shotton
El Cerrito

A SIMPLE 'THANK YOU'

If you were to practice what you preach — and you do preach — you would have answered Mr. Hoffman's & Ms. Robson's letter with a simple, 'Thank you' for your opinion'.

Keep serving yourself. It works.

Dave Vickland
Farallone Yacht Sales
Alameda

Dave — If we were to practice what we preach, we wouldn't be behaving in the best tradition of television preachers such as Jimmy Swaggart. Heavens, we wouldn't want that.

Seriously, if we shy away from controversial issues, we get numerous complaints from disappointed readers. For whatever reason, readers — even those who vociferously disagree with us — feel gypped if they don't get our two cent's worth.

THE ANCIENT CREATURE'S TAIL

Thanks for the picture and commentary about *Jumpin' Jack Flash* that appeared in the July TransPac article. I think that being referred to as a "dinosaur" sparked a wild hair — or bone — in the ancient creature's tail, helping push us to first overall in the PHRF fleet. We think we actually heard the boat roar as we crossed the finish line off Diamond Head.

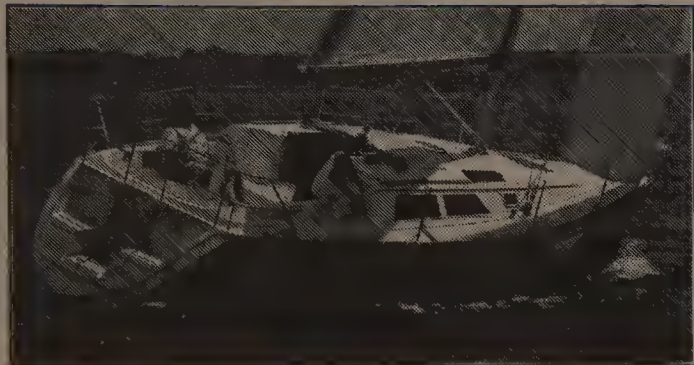
Actually, new owners Bruce and Toby Tabor put together a top rate crew and effort with the guidance and assistance of Kevin Miller of North Sails Channel Islands. The whole idea of doing the race was generated out of Kevin and Bruce's less-than-satisfactory experience

BOAT SHOW LINE UP

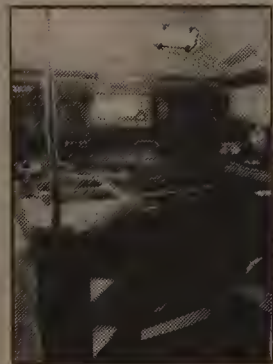
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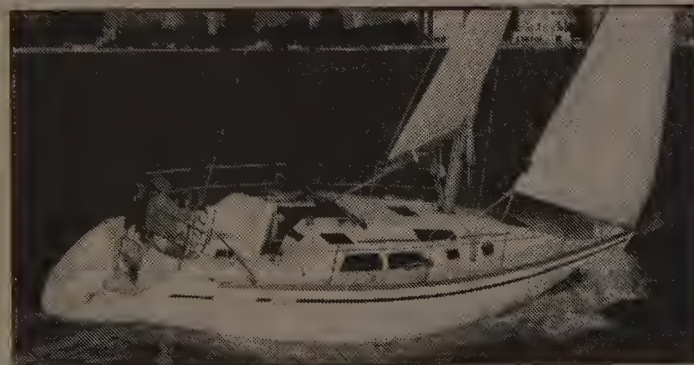
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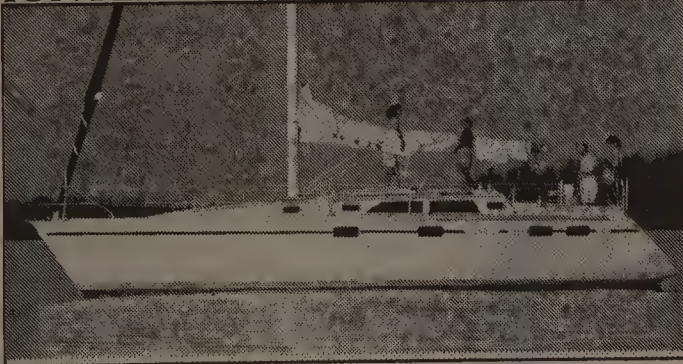
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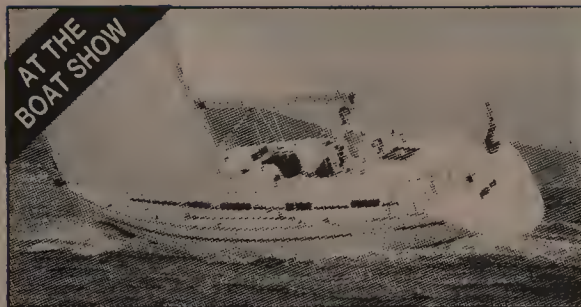
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LETTERS

as crew in the race two years ago.

Flash was put through a complete revamping and returned to a competitive condition. Several new sails rounded out the re-fit.

We'd been hoping for a heavy air race because of the boat's relatively small sail plan, but were able to hang on close enough to correct out on all the other boats in our fleet. We had a great time getting there — and an even better time after we arrived.

Jumpin' Jack Flash will continue to be campaigned and might even make a trip up to that cold, foggy Bay somewhere north of here. Thanks for the great coverage of all boats and all the races — yours is the best rag around!

Brian Kent
Crewmember, Transpac '93
Camarillo

Brian — Thanks for the kind words. By the way, we're still unclear about that Hoover hanging from the mast.

↓↑MOST ARE TOTALLY ENTHRALLED

I bet you received a lot of response from Aussies — particularly Queenslanders — to the editorial comments you made to the July letter from Les. I hope mine is the first.

Allow me to provide my qualifications and experience. I'm a 57-year-old, third generation Queensland who lives at Heron Island on the Great Barrier Reef. I've been the boat and diving supervisor at the marine biology station here for more than two years and have worked on the Reef for four years. I've been diving for more than 25 years, operated my own SCUBA school, am a certified commercial diver Master Class 5, and a PADI Master Instructor.

I also have extensive sailing experience, including deliveries all along the Queensland coast and across the Pacific. My latest delivery was a 38-foot Adams from Honolulu to Sitka in June of 1992, which I did with a friend from Mooloolaba. By the way, Mooloolaba is my home port, and to my knowledge it has never been referred to as "Moo Town".

Married to a U.S. citizen, I have sailed parts of the West and East Coast of the States and Baja. I've also sailed the Caribbean and Hawaii, and have heaps of boating and diving experience in Papua New Guinea, Fiji, the Solomon Islands and all around the Australian East Coast. Other TransPacific work includes deliveries from Honolulu, Fiji and New Zealand to Oz, and California to Hawaii.

There is more, but I trust you agree that I have some claim to knowledge of the Queensland coast and the Great Barrier Reef as well as diving and sailing.

I did not read the article by Tom Scott, but I accept your assurance that he is "more than a competent cruiser". So my comments on the July article will be based on the comments I have read.

With regard dangerous marine animals, I now list the grand total of all shark, sea snake, crocodile and box jellyfish attacks on SCUBA divers on the great Barrier Reef: Zero. Zip. Nil. None.

True, a few spear fishpersons have been bitten by small sharks. However, one could argue that the brain-damaged cretins who engage in such thoughtless activities deserve just that. When a shark bites a spear fisherperson, we attempt to catch the shark so as to wash out its mouth and thus prevent infection.

Sure we have plenty of sharks, but they are mainly the small reef sharks that are more scavengers than Deadly Marauders Of The Deep. These small sharks are looking to eat fish of less than a foot in length — not divers. The great white is a cold water fish and the Great Barrier Reef has water temps of 78° to 82° all year round.

Sea snakes aren't a problem here — nor are they anywhere in the underwater world. No sea snake attacks have been recorded. These naturally inquisitive creatures are more a source of fascination than life-threatening experiences.

If you are on the Great Barrier Reef and you come across a crocodile, good luck. But again, there have been no recorded attacks.

How strong can a cruising boat be? Delivery captain puts Crealock 37 through ultimate test "Awesome—just amazing"

The locals had never seen anything like it before.

Experience told them that when a boat hits the reef at Diamond Head, it's gone. Period. In the last few years twelve boats had been lost there — all ground to a pulp before touching the beach. So when Rick von Stein's Crealock 37 *Aldabra*, smashed over the reef and came to rest on the beach nearly unscathed, the locals were understandably surprised. But not as surprised as Rick: "What this boat put up with is awesome — just amazing."

Testimonial to strength

"I sailed the boat from California to Hawaii last summer and had a wonderful time. The boat is an absolute delight to sail," says Rick.

"But I had obligations back in California, so I hired a delivery skipper to bring her home." Rick shakes his head. "The delivery skipper made a ridiculous navigational error out of Honolulu and ran the boat right up onto the reef at night, she washed onto the beach. Word has it that this is the only boat to ever hit Diamond Head and escape. It's a real testimonial to the strength of Pacific Seacraft hull construction." An average yacht would never have survived.

How did the Crealock 37 withstand such punishment?

Pacific Seacraft boats have long been the focus of sincere and heartfelt praise. Author Ferenc Mate, author of *From a Bare Hull, The Finely Fitted Yacht and Best Boats* writes in his newest book, *The World's Best Sailboats* that, "without a doubt the most outstanding cross section of cruising boats in this book is built by Pacific Seacraft." From the mighty Flicka 20 to the stunning Crealock 37, Pacific Seacraft's boats have sailed confidently to the far corners of the world. They are beautiful; they are superb performers; and they are strong. Very strong. The construction details of every Pacific Seacraft boat are unsurpassed: 100% hand laid and squeegeed hulls and decks; double flanged, thru-bolted hull-to-deck joints; uncompromised structural bonding of bulkheads to hull and deck; solid bronze deck hardware, thru-bolted and back plated; solid bronze U.L. approved seacocks; heavy bronze gudgeon supports at rudder bases; fully protective propeller apertures; one piece solid lead ballasts; superb engine access through cabin and cockpit-sole hatches; and, American production, ensuring immediate service for any reason.

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The Crealock 37 is a true performance cruiser. W.B. Crealock designed the 37 to his own ideals without obligation to builder or dealer. He created a fast, lovely and

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"The delivery skipper made a ridiculous navigational error out of Honolulu and ran the boat right up onto the reef at night. Word has it that this is the only boat to ever hit Diamond Head and escape. It's a real testimonial to the strength of Pacific Seacraft hull construction."

honest yacht. "I did not have to pay homage to interiors festooned with bunks, or revered classic features, or long waterlines or short, or distorted ends," he says. "The 37 is an attempt to provide the weekender and the cruising man with a boat which will travel fast between ports under complete control, and which will yet remind him that the passage itself should be one of the pleasures of the cruise."

Crealock 37




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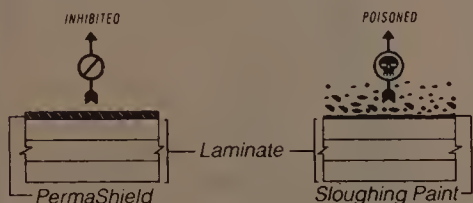
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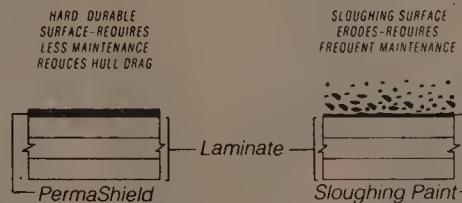
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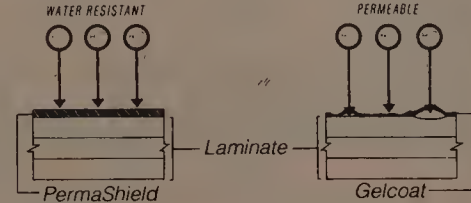
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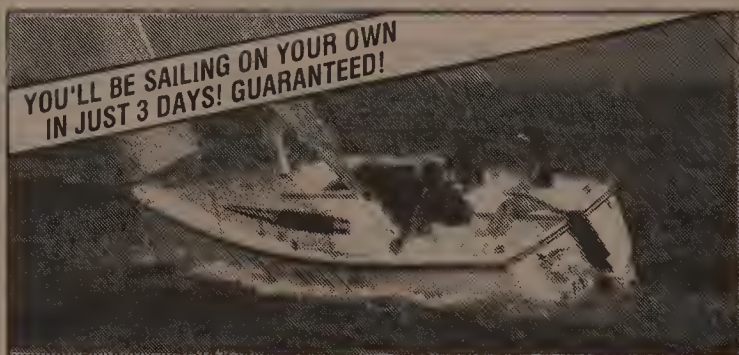
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These animals could possibly make it out to a few coral cays, but only during the December to March 'wet' season, and only in the remote far north where the reef is closer to the mainland. It's possible that crocs can be washed out of their natural mainland habitat of estuaries and river bank mangroves by the torrential rains.

But December to March is also the cyclone season. Who would want to be around the remote, close-to-shore areas — where the extremely rare incidence of crocodile appearance might occur — during the cyclone season? The danger from cyclones would be of far greater concern than the odd crocodile which might possibly have been washed out to the reef, thereby spoiling the diving desires of all of the three people who have remained in the area.

Box jellyfish? Same as for crocodiles. These extremely dangerous animals have never been involved with SCUBA divers on the Great Barrier Reef, as they spawn in the mainland estuaries they rely on the summer rains to wash them out into the muddy waters of the close inshore areas.

I could go on, but if the foregoing is not enough to convince you that the G.B. Reef is no more dangerous than any other waters, then nothing will. In 1988 a very large great white shark was caught just off the Santa Monica Pier and hung there for all to see. Now there was a dangerous animal! But does one shark make all of California waters deadly? I think not.

The G.B. Reef is not noted for its great visibility — but neither is it "muddy". The visibility ranges from 25 to 80 feet, depending on the wind and tides. The spring tides, with their inherent high range, can create currents of up to .75 knots around the Reef. These currents can stir up silt-like deposits, which Les referred to as "run-off dust". When the spring tides are combined with strong winds, visibility is adversely affected.

If there is a danger on the G.B. Reef, it's that inexperienced divers aren't aware of the strong currents. The effect of the currents cannot be understated, and any person contemplating diving here should do so on slack water or high tide for best conditions.

If, as Albert E. noted, everything is relative, we must ask what we're comparing G.B. Reef visibility with. If it is the Caribbean, then there is no contest; Caribbean water is clearer. If it is the Bristol Channel, then the G.B. Reef wins by as far as it lost against the Caribbean. To be fair, the G.B. Reef has consistently good but not great visibility. However, it is not the visibility or lack of it that attracts divers.

The marine life of the G.B. Reef — "the world's largest living thing" — is second to none. Heron Island and the surrounding reef occupies an insignificant percentage of the total area of the G.B. Reef, but there are more species of fish in this little area than the entire Caribbean. If you consider that the G.B. Reef occupies an area roughly equivalent to all of California, perhaps you can begin to realize the magnitude of the marine life in and around the Reef.

Diving in "muddy" water isn't fun, but you don't have to go to the Pencil Reefs to find clear water. Heron Island Resort has been in operation for 50 years and there are many very experienced divers who will tell you just how good it can be. The marine biology research station on Heron is host to scientific divers from all over the world, many from the United States. There are several thousand dives conducted from this facility each year, and almost everybody gives the G.B. Reef a top rating.

My experience is that some cruising sailors strive to dive the areas that nobody else has. The old "been there, done that" syndrome kicks into gear. Nobody wants to dive the same sites as their predecessors because then there is no tale to tell. If there were 1,000,000 dive sites in the world and one lived long enough to dive 999,999 of them, it's no risk that somebody would come along and tell you the one you missed was the very best. Your Aussie skipper friend Phil Walsh sounds like one of these wankers.

If my advice was requested, it would be the same to divers as to boaties. Ask the experts and dive where they dive. Then enjoy

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yourself.

The G.B. Reef presents no greater danger to sailors than any reef anywhere, provided a few simple precautions are employed. Always ensure that you approach the reef during daylight — preferably at low tide when the reef can be seen. Have up-to-date charts and always get a local orientation to the area. My experience is that nothing compares with local knowledge. If I am in your area you can bet I will be talking to your experienced seamen and divers before I go anywhere. Radar is most desirable, but even with it you should avoid sailing the G.B. Reef at night.

There are plenty of anchorages, even if there are no boats present when you arrive. To me the possibility of having an anchorage to myself is one of the most endearing features of sailing here. If you must have company, why not stay in Marina del Rey? My point is, you don't have to sail at night along the Queensland coast as there are plenty of anchoring options for day sailors. The locals will give you all the information you need.

The 20 to 30-knot winds we do get during the cruising season are the southeast trades. Because of the protection offered by the reefs, there is little fetch — especially in the far north. Thus the sailing is great. Reaching in a brisk 20-knot breeze with no swell to contend with — how can that be "all bad"?

Other comments include objections to "reefs, rocks, commercial and fishing boats." Reefs we do have, no argument there. Rocks, too. I guess other boats do use the area, but it's not so congested to be classified "crowded". Consider that the Reef is 1,500 km long with patches of reef spread out into the Coral Sea more than 100 km. offshore; it would take a lot of shipping to create dangerous overcrowding.

You claim that "everyone we've talked to has come away disappointed." Everyone? Perhaps Les could put you in touch with Chris and Josie, two Yanks who have a different opinion.

Come off it, mate! We Aussies would never try to con you that everyone who comes here is totally enthralled with what they find. However, the vast majority are so impressed that they will respond affirmatively to the most crucial question: would they come back? Some, Yanks included, never leave.

The bottom line. I would agree that Scott simply didn't look in the right place. My experience is that almost everybody that comes to dive and sail the G.B. Reef is, at the very least, satisfied with what they find and would be prepared to return given the opportunity. And most are totally enthralled. It's my home and I wouldn't exchange it for all the money — oops! — real estate in L.A.

Gordon Wallace

Heron Island, Great Barrier Reef, Australia

↓↑ MASOCHISTS ANONYMOUS

Regarding Mr. Warner's July letter responding to my *Changes* about Australia's Queensland coast, I stand by my views. It's a pretty place and worth visiting, however the water is murky during the cruising season. Also the trades are fresh enough to set up an uncomfortable chop. Not life-threatening, but enough to make the champagne froth more than I like. All the cruisers I met later — and they were from all parts of the world — shared my disappointment with cruising the area.

I think Warner could have made his point better had he spent less space attacking me personally and more describing the good things about cruising the Barrier Reef. Listing good places to dive — his short list was a start — and maybe more importantly timing information, would have been welcomed by future cruisers to that area.

Gove, also known by it's Aboriginal name of Nhulunbuy, is not on the west coast of the Cape York Peninsula, but on the east coast of Arnhem Land several hundred miles west. Also the inner parts of the reef do come very close to the Queensland coast. Pick up any chart north of Townsville and you will see what I mean. Near Cairns, for

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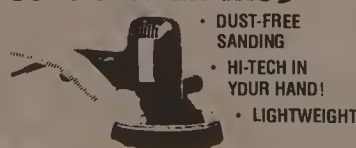
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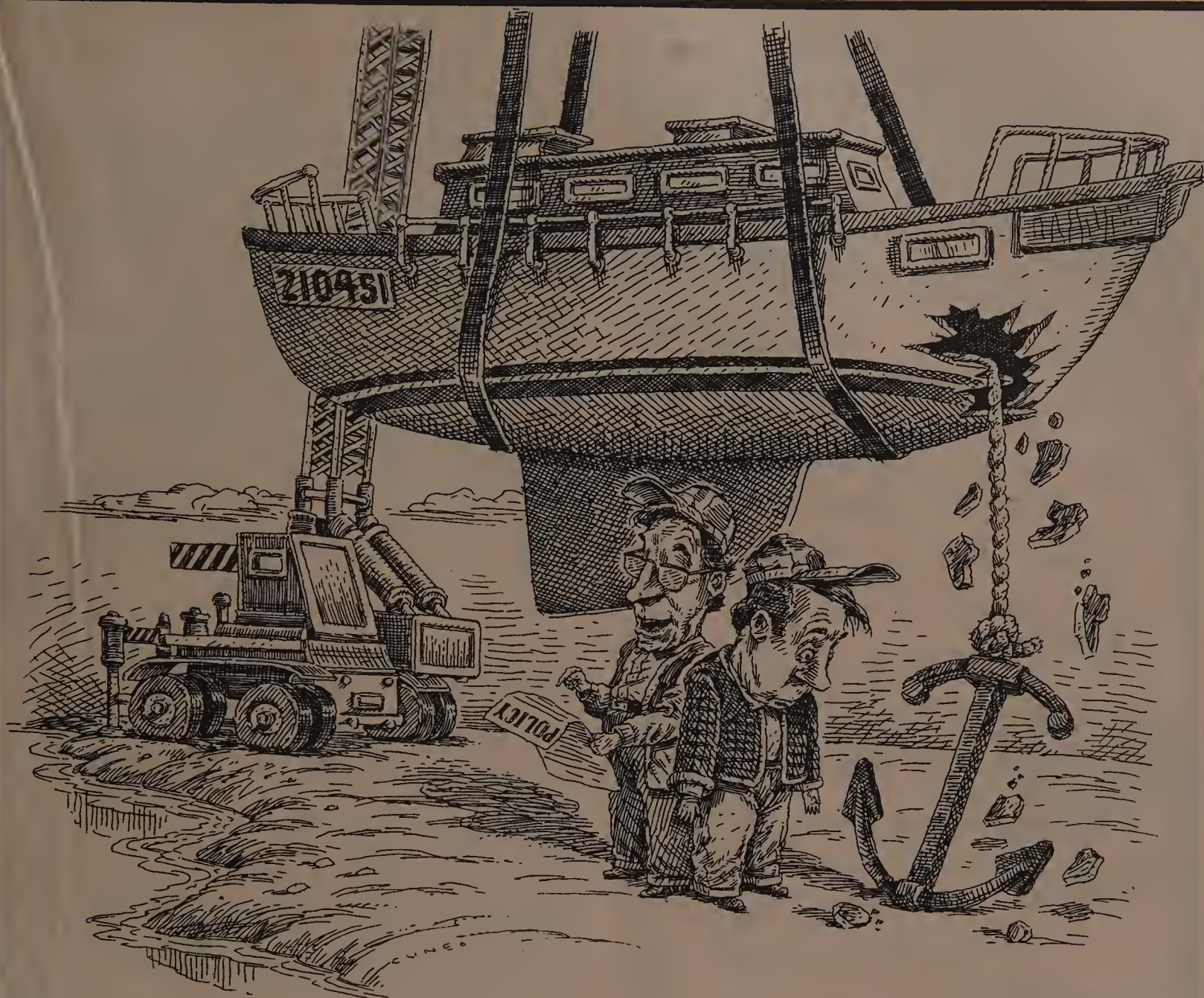
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example, Gafton Pass is less than 20 miles offshore. Warner's credibility sure would have been enhanced had he accurate knowledge of the basic geography.

I did get a great long laugh out of his conclusion, however. Having spent a large part of his letter personally abusing a total stranger, he then offers to "share expenses" cruising on his boat. Attention: Masochists Anonymous!

Lately I've been hearing rumors of substantial new charges for yachts clearing into Australia. Obviously I have no idea how true the rumors are. Can your readers help clarify the matter?

Here in Trinidad, Trinity Yacht Services (aka "Power Boats") has just cleared their new piece of land and should shortly be able to increase their boat storage capability. Also they have just completed a new building which houses showers, laundry room, a small convenience store, office and two small apartments. So far there is no sign of construction on Peake's new facility slated to go in next door.

We just had a tropical storm warning for Brett last night. The sucker hit about 0400 this morning with sustained winds of around 15 knots gusting to somewhere around 25. Heavens, it's a tough life we lead.

Tom Scott
Trinidad, West Indies

Readers — For another view of the Queensland coast by a Northern California cruising couple, see this month's Changes.

PLEASE EXPLAIN THE FORMAT

After reading *Latitude* for a couple of years now, I finally feel compelled to write in to voice my opinion on two topics.

Firstly, being a desktop publisher myself, I find the layout of your *Sightings* section to be somewhat distracting and fail to understand the reasoning behind it. I'm not going to pretend to know all there is about publishing a magazine, but I find it inconvenient to have to turn from one page to the next in order to finish an article, and then go back again to the previous page to start another — only to have to go through the first article before I can finish reading the second.

My sentiments are shared by others I have talked to as well, so can you explain the reasons behind the format?

Second, I would like to give my — hopefully — unbiased opinion on the incident between Michael Lingsch of *Alert* and Bill Hoffman and Lori Robson of *Student Driver*. With all the name calling aside and trying to keep an open mind, I feel that with Lingsch's past experience in yacht racing, it would only be common courtesy to stay out of the way or yield to an obvious racer. On public tennis courts, one does not walk through a match out of common courtesy for the players — even if you do have the right. Wouldn't the same hold true for yacht racing, even though he may have had the right?

I don't think I read where *Alert* was headed, but I do know that *Student Driver* was in a yacht race where the primary goal is to cross the finish line first. Since the Bay is vast enough to allow racing events to coincide with much pleasure boat and commercial traffic, I can't help but think that there was enough room for some professional courtesy given to the racing team.

Anyhow, you still have a great rag.

Greg Dean
Money Pit
Lompoc

Greg — We'd tell you the reason behind the creation of the *Sightings* but we can't remember the painter's name — and besides, you'd just laugh anyway. So why don't we change it? Perversity. Sheer perversity. And if you think you dislike it, you should hear the *Wanderette*; she goes ballistic every issue.

As for racers and daysailors keeping out of each others' hair, we don't think your tennis analogy is very applicable. Try thinking more in terms of a moving van — *Alert* was towing a dinghy — having to

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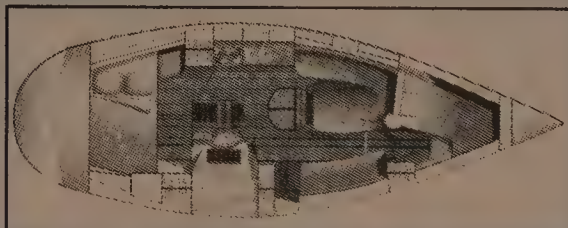
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LETTERS

stay out of the way of Porsches on a six-lane freeway. It's only common sense that the more nimble and swift vehicle or vessel stay clear and that the more sluggish and casually driven one merely maintain a steady course. We think you'd find that vast majority of racers would prefer it that way.

⇓ SHE HAS RETURNED TO HER ORIGINAL HOME

In April you published my letter asking for someone to keep my Mercury #6 racing after I left to go cruising. In the letter I mentioned that Charlie Merrill built her at the Nunes yard over 50 years ago, and that Charlie, still hale and hardy, had towed my grandson and me to the starting line for the 50th anniversary regatta.

I had a few calls about the boat, but most didn't want the work of maintaining an old boat. Finally, I got a call from Charlie himself. He wanted to restore the boat, but needed some help with the labor. Eventually, it was donated to the Bear Boat Trust — which you wrote about in the same issue — and chartered back to Charlie. The last I saw of the Mercury, she was at a Sausalito boatyard and most of the hardware had been removed in preparation for repainting.

I don't know that this arrangement will keep her racing, but it's fitting she's been returned to her original home and will be in better shape than I'd been able to keep her. My thanks to *Latitude*, the Bear Boat Trust, and especially Charlie Merrill for an excellent solution to my problem.

We're on our way cruising now and having a ball. You'll be hearing from us.

Jack Mooney and Sandra Kane
Challenger 32, Utopia
Fry's Harbor, Santa Cruz Island

⇓ THE MERITS OF TRAVELLING TO MAINLAND MEXICO

I'm trying to locate the address of the person who wrote an article in your magazine on trailering a boat to Mexico. I'm specifically interested in his remarks about the advantages of trailering a boat down through mainland Mexico rather than the Baja Peninsula.

The writer lives in Tucson and he trailered his 20-foot Pacific Seacraft *Flicka* down to the mainland. The article may have been run as much as a year ago.

Valentino Angoli
Stinson Beach

Valentino — You're looking for Mike Leonard of Tucson. *Flicka* was the boat type, not name.

In any event, Leonard, who has since purchased a Cape Dory sailboat, would love to talk to you about trailer sailing in Mexico. You can get his number from the Tucson phone book.

Perhaps the main advantage of trailering down mainland Mexico is the fact that the roads are far superior. You may remember that some tourists were trapped in northern Baja for weeks last December when the tenuous TransPeninsular Highway, the only north-south road, had bridges wash out in critical places. Be that as it may, the T.P. is still one of the great road trips, no matter if you're trailering a boat or not.

⇓ COAST WATCH

With regard to continuing your Coast Watch feature, I say please keep it up! Besides being interesting and sometimes educational, these items can certainly satisfy curiosity. For years I have overheard the start of many Coast Guard Search & Rescue actions on the VHF, but rarely learned of what became of them.

As for sailing songs, just in case everyone else hasn't already listed these, some of my favorites include *Cool Change*, Little River Band; *Single-Handed Sailor*, Dire Straits; *Sailing*, Christopher Cross; *Sloop John B.*, Beach Boys; *Southern Cross*, Crosby, Stills, et al.; *Wooden Ships*, CS&N or *Jefferson Airplane*; *The Lee Shore*, CS&N; *Wind on the Water*, CS&N.

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 Richard B. Wilson, Skipper of *Great American* Boston, Massachusetts

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 Jack Falon, Cruising Sailor

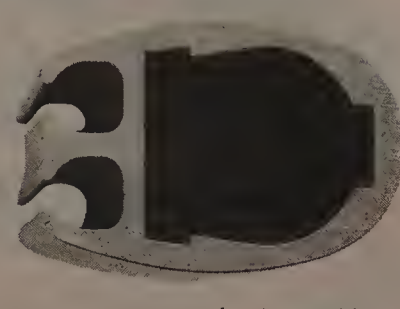
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 Hal Roth, Skipper of 50' *Sebago*

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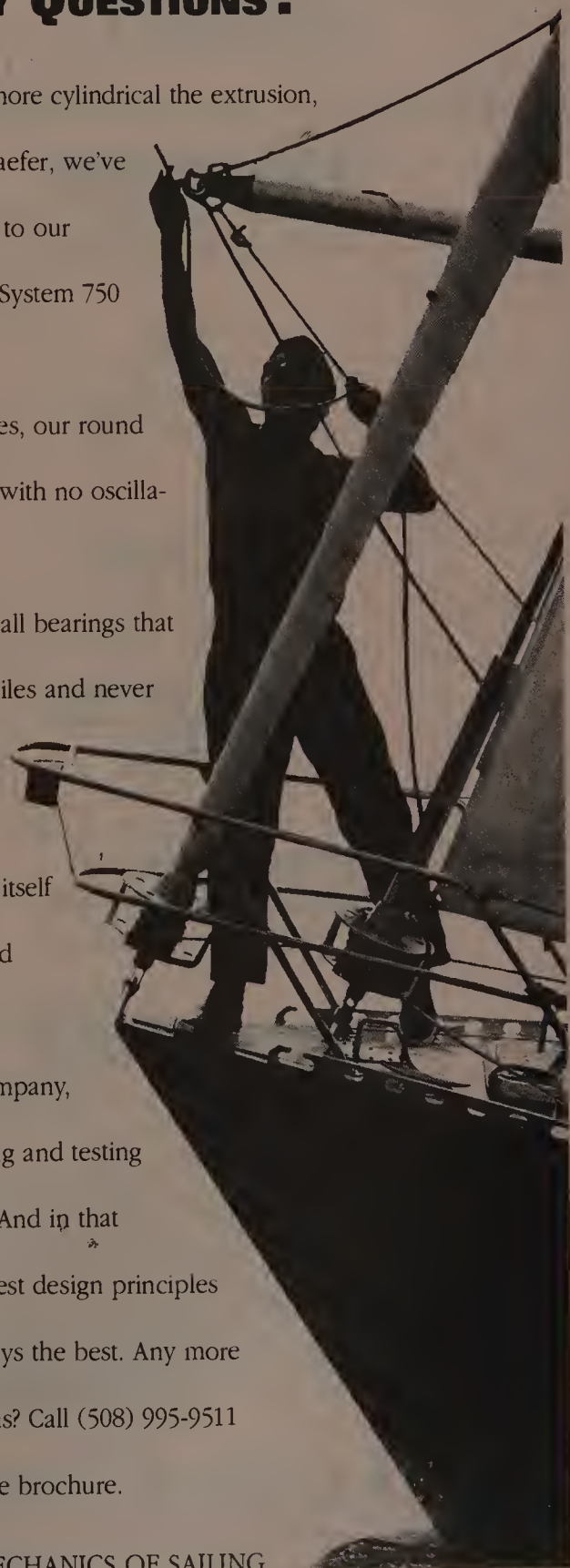
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LETTERS

This list probably includes only a fraction of sailing songs by Crosby, Stills, etc., and does not attempt to credit songwriters — only recording artists.

Dennis Olson
Boastic (Laser)
Mill Valley

KEEP RUNNING COAST WATCH

Yes, please keep running the *Coast Watch* feature. It seems like it will be entertaining, informative and help us better understand both how the Coasties work and how our tax dollars are spent.

P.S. Thanks for your great monthly — I wish we had such an informative and varied publication in Southern California.

Carl Mischka
Corona del Mar

QUITE CLOSE TO A VITAL ORGAN

Having enjoyed Jack Schreiber's July letter about the top of his air horn coming off and "... hissing like a dying snake," I just had to relate an experience I had while cruising in Mexico with the El Niño Class of '91-'92.

My wife Valerie, my two children Ryanne and Dylan, and I were celebrating New Year's Eve in Marina Vallarta. I was feeling no pain after five or six hours of eating, drinking, dancing, and singing canties at the Cruisers Dock Party. A dozen of us decided to go up to the club next to the Lighthouse Bar. The club has a huge brass bell as well as a beautiful tiled pool. We thought it would be fun to clang the bell and bring in the New Year in a traditional Yank fashion. I put a small air horn in the pocket of my shorts to blow as well.

As I was meandering past the pool on my way over to the bell, my wife thought it would be funny to push me into the pool. When she shoved me, I fell onto the tile curb surrounding the pool, landing atop the air horn in the pocket of my shorts. Talk about a hissing snake! Mine was jumping out of my shorts because I had ruptured the canister.

I nearly froze a three by six-inch section of my upper thigh, which was quite close to a *vital* organ! I did bring in the New Year with a bang, however. I limped back to the boat and tried to muster up some sympathy. The next day, I had a nice blister on my leg and a good story for my wife — who almost lost her best friend — to tell.

All's well that ends well. Now I have a custom scar to remember our great year of cruising and I didn't have to get a tattoo!

Shannon Kelly
Formerly of Grace
Santa Cruz

Shannon — You folks sound like a fun group. We regret we missed that New Year's Party.

THAT'S WHY WE BE FASTER

I'm a multihull sailor and have a few questions about letters and articles that appeared in the August issue.

Your response to Chris White's letter on page 30 is: "We've lost crews from broken-up or flipped multihulls both in the Bay and just outside the Gate due to hypothermia." and "There were multihulls that were completely destroyed during the Cabo storm of '82."

Please, may I know what crews have been lost locally and what multis, designer and types, that were destroyed during the Cabo storm of 1982?

Also, on page 117, you refer to the sinking of *Crusader* at the Horn in the early '80s. I wonder if "sank" is becoming a generic term to describe "boat was lost"? In this case I believe she was abandoned to drift and no doubt broke-up while becoming a present on someone's shore.

By now you may be saying to yourself, "Oh, another thin-skinned multihuller complaining." Of course we're thin-skinned, that's why we



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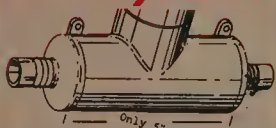
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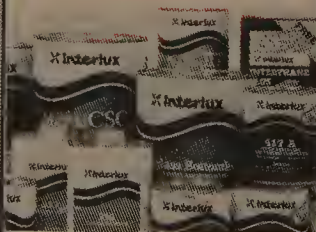
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LETTERS

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Dennis Cartwright
Northern California

Dennis — Greg Sawyer and Dennis Madigan did three Doublehanded Farallones Races with Sawyer's Stiletto catamarans. In 1982, the duo beached Sawyer's first Stiletto on Duxbury Reef where it was destroyed in the surf. This was the brutal race in which a Moore 24 and Ranger 22 were lost with their four crew. Numerous other boats were damaged or destroyed along the coast.

In 1983, Sawyer and Madigan did the same race with a new Stiletto. They were first to finish. It looked like they'd be first to finish once again in 1984, until the catamaran broke up on the way back in from the Farallones. The 35-year-old Madigan died of hypothermia. It was a close call for Sawyer, who was airlifted to a hospital, but he survived.

We don't recall the exact date, but about 10 years ago a small catamaran — perhaps a Hobie cat — flipped on the Bay and her crew was unable to right the boat. Unable to get to shore, they apparently strapped themselves to the upturned cat during the night so they wouldn't fall off. When found the next day, they had expired of hypothermia.

As for the Cabo storm of '82, the remains of the multihull or multihulls were too small to identify. With the surf smashing two and three boats atop of each other, this was not uncommon.

If we remember correctly, Mike Kane told us Crusader became a lost cause when the stern of the ship that rescued them dropped down on an ama of the 55-foot tri, damaging her beyond repair. The experience didn't put Kane off multihull sailing. He did a multihull TransPac on Rudy Choy's cat and was aboard Bill Maudru's 46-foot Defiance when she capsized in last month's Santa Barbara Race.

↓↑ LUSH GREEN BOAT CARPET

The photo of the hyacinth-clogged berth in the August Sightings looks just like our berth at Bruno's Island. After moving our boat to the Delta for the summer, it took us a little while to get used to our own "hyacinth berth".

The first day there, our dog thought it looked like a nice cool place to lie down. It was cool alright, but unfortunately he doesn't enjoy swimming.

Gradually we've become accustomed to the lush green carpet which surrounds the forward half of our boat. And as you know, it's rather pretty. This Delta weed has also proven to be a very handy place to "beach" the inflatable.

Denver and Lydia Booker
Lutecia
El Granada

Denver — Sure it's pretty, but how does your raw water engine intake like it?

↓↑ IDEAS AND INFORMATION

Bruce Kremer of San Francisco had a letter published in your June issue asking questions about emigrating to New Zealand. I'm not sure if I can still be of any assistance to him, but who knows?

I'm a Kiwi, a sailor and I own a business involved in the arts. I'm also single but not looking to get married. Considering Kremer and my similarities in business and interests, I thought we might be able to exchange ideas and information which might help him get to New Zealand. Please pass on this letter or my address and phone number to Bruce if he wants to get in contact.

Now regarding your request for nominations for the greatest sailing songs. Being a Kiwi, I naturally have to suggest a New Zealand original by one of the best bands to have come out of my country. The song is *Six Months In a Leaky Boat*, by Split Enz from their *Time*

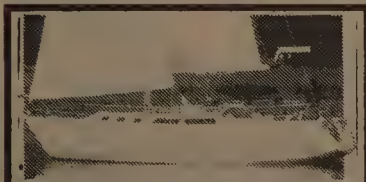
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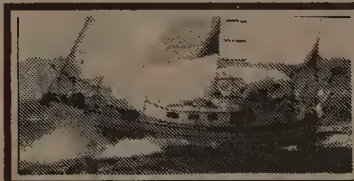
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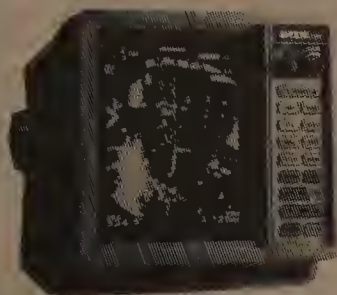
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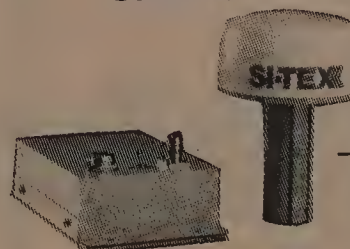
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LETTERS

& Tide album. If you aren't already convinced it's about sailing, here's the first two lines of the first verse and chorus from memory:

When I was a young boy,

I wanted to sail 'round the world.

Chorus: *I just spent six months in a leaky boat,
Struggling just to keep afloat.*

One last request: If possible, could you include a calendar of the schedule of the Whitbread Round the World Race in an issue soon, as well as brief reports of each leg as they happen. I know it would be appreciated by many sailors on the West Coast who have friends participating in the race.

Kathy Weaver
Redondo Beach

Bruce — If you're still around, call us for Weaver's number.

As for you Kathy, we'll attempt to have timely coverage of the Whitbread from start to finish.

⇓⇓ **WHO CAN I CONTACT?**

Can any of you *Latitude* dudes tell me who I can contact to get involved with BAADS, the Bay Area Association of Disabled Sailors? Thanks, and keep up the great *Latitude* Attitude.

Bruce Fleming
Mountain View

Bruce — Call Dave Stuart at 236-7821.

⇓⇓ **BEGAN TO TURN ALTERNATE SHADES OF GREEN**

First, I'd like to agree with Douglas Thorne's nomination of Buffet's *Boats* CD as the pinnacle of marine music. I've never met one of Jimmy's songs, whether they directly mentioned sailing or not, that didn't perfectly compliment any boating activity from casual cruising to sanding the decks.

My second comment regards the 99% effectiveness rate of Cure #2 for the nautical version of the 'Technicolor yawn'. Once five friends and I sailed out of Santa Barbara Harbor on a MacGregor 22 for a six day cruise to Santa Cruz Island. Needless to say, we were all close friends. At some point in our crossing, two of our party began to turn alternate shades of green like a pair of competitive chameleons. This, despite the fact they'd taken Scopolamine, was followed shortly by convincing impersonations of George Bush in Tokyo.

We managed to anchor the boat securely in Pelican's Bay, somewhat surprised that we were the only ones around. Our hopes that the much calmer water of our anchorage would alleviate the nausea were soon dashed, and it became clear that sleep for our sick friends — and the rest of us — would be impossible.

I had only one desperate remedy, a small film canister that contained parts of a plant that seems almost legal on American college campuses. In enough agony to try just about anything at that point, the two seasick crew took a couple of hits. The turnaround was almost instantaneous. Soon a potentially sleepless night turned into a pleasant party. Nature even played a part in the form of a seal, which glowed with bioluminescence, chasing equally brightly lit school of fish in circles beneath our boat.

The rest of the trip was a success, with a puff or two keeping the meals where they belonged. The one drawback to the remedy? We had to return to Santa Barbara a day early as a little extraneous snacking had depleted our food supply.

I know this remedy will probably open up a whole can of worms with regard to the drug issue. And for the record, in the age of Zero Tolerance, I sure don't think it's worth risking your boat for. But do I believe the laws should be changed? Absolutely.

By the way, I think the remedy you're thinking of for Montezuma's Revenge is the little white magic known as Lomotil. It's available over-the-counter in Mexico, but by prescription only here in the States.

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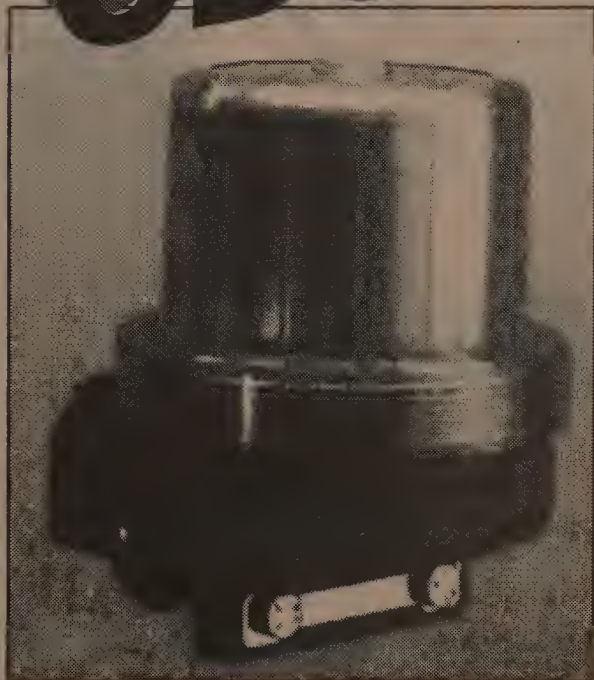
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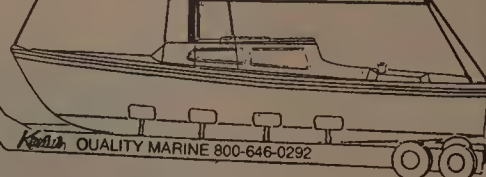
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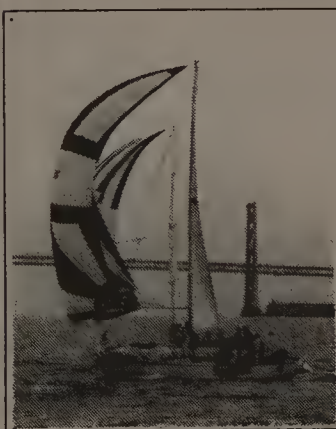
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LETTERS

P.S. I've been a fan of *Latitude* for a few years. Currently a landlocked suburbanite, I find your stories have kept me sane from time to time. My amusement is often piqued when a story from one of your readers reminds me of one of my own.

Brad Topliff
Sunnyvale

Brad — With a last name like yours, you gotta work the bow, right?

IT'S A PRETTY GOOD CHAIN

I am pleased to report that the "inexplicable" failure of Aotea's rudder post (described in your Santa Barbara race write-up) has been made explicit. Consequently, I am somewhat less dejected, though certainly not as jected as I was in the hours before the failure.

Initially it was difficult to understand why the failure should occur near the top of the post where loads should be low. Maximum stress should be at the bottom of the lower bearing (normally at the hull profile). The mystery was explained by markings on the remaining piece of rudder post, which show clearly that the lower rudder bearing climbed up the post all the way to contact the top bearing. This greatly increased the bending moment on the rudder post while decreasing the support distance.

Speed has a remarkable way of magnifying weakness, and I believe that water pressure at high speeds pushed the bearing up. In fact, Peter had noticed some weird rudder action a week before the race and had a diver look at the rudder bearing. All looked normal, so we are speculating that the bearing was sliding down at rest and sliding up at speed. The lesson learned? Make sure your bearings are firmly fixed in place. The Harken bearings come with set screws to fix them to the post. Lately they are recommending set-screwing them to the enclosure tube as well. I would take that a step further — make sure there is a solid shoulder or a spacer tube inside the enclosure tube so there is no possible way the bearings can move around.

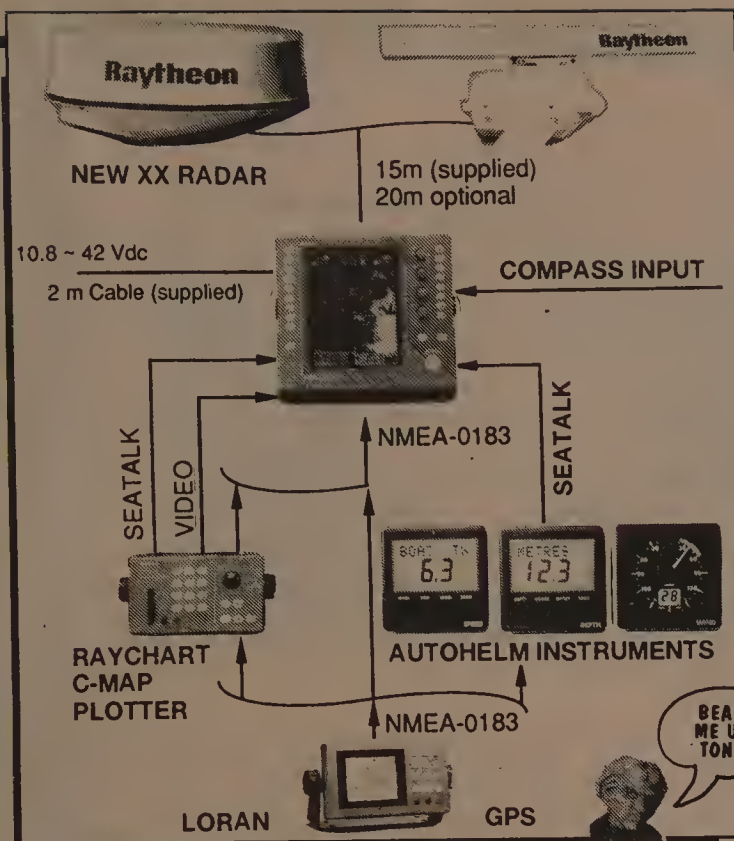
I want to publicly thank Marc Ginisty and Erik Menzel for their assistance in solving this mystery; Marc for posing the theory, Erik for identifying the evidence which was at the end of my nose. Two pretty smart guys, if I say so myself. My contribution? I proved that Space Cases are often leaky. (Sorry, inside joke.) Meanwhile, I'm still trying to think of a way to blame the failure on Rob — maybe if he wasn't driving so damn fast. . .

On another subject, I've heard some talk about people disgruntled at having to stand by for *Defiance*, and Chris Corlett was quoted in your article. Well, I like Chris, and he's normally a fairly grunted guy, so I can sympathize with his feelings. It was one of those rare races when the hole fills in from behind, favoring the lead boats. As a result, we would have been superstars had the rudder not failed. And I know Chris is right when he said that helping *Defiance* cost him the wind and possibly the race. We can testify that it is awful frustrating to lose a race due to your own problems. It is undoubtedly worse to lose due to the failures of others. To all those who stood by goes a hearty congratulations for a job well done. It is no small consolation that you helped save a life. Don't think us multihullers are ungrateful or unaware of our problems. The silver lining is that we are working hard to correct them now.

I am reminded of one of our first sails on Aotea, when we picked up two boardsailors who had been washed out the Gate with the ebb. One was pretty far gone; he probably wouldn't have made it without our help. Then last month I was a witness to the rescue of a crewman off the big monohull *Swiftsure* in the Lipton Race by a very alert and quick boardsailor.

Monohull helps multihull helps boardsailor helps monohull — it's a pretty good chain. I think it exemplifies the most important rule of going to sea. Boats of all shapes and colors have to lend a hand to each other out there.

Jim (SCoES) Antrim
El Sobrante



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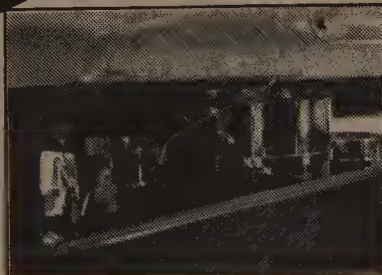


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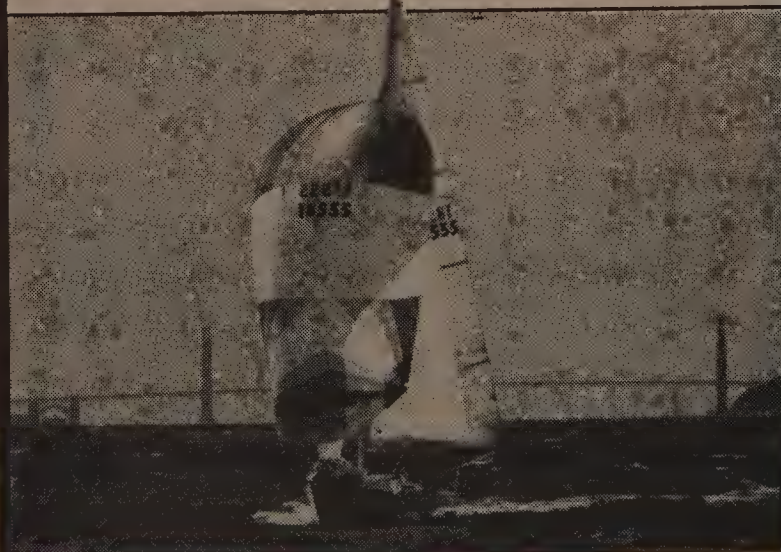
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LETTERS

⇓ SKILLS, PERSONALITY AND EQUIPMENT

Thanks for the publicity and good wishes for *Pacifica '95/Pacific World Cruisers* in the July issue. As they say, bad publicity is better than none.

I appreciate the thorough discussion of most aspects of the trip, which you promised when we first talked about the trip. However, your misunderstandings of our written and spoken communication about many aspects of the trip are difficult to understand. I had planned to ignore the negatives in your article, but I've decided to acknowledge them, make the adjustments suggested, and reply, as my friends recommended.

As the first release about *Pacifica '95* said, I would be happy with five boats making the trip. At this point, I'm not sure that any of the 220 inquirers will really make the trip. Maybe 20 will, who knows? Right now, most of them are just stroking their dreams. If lots of them do decide to go, we'll have flotillas of 25 or less, sailing weeks apart.

What amazes me is the number of dreamers out in readerland who are thinking about making a circumnavigation. The trip has appealed to sailors from Australia, England, Canada, Netherlands and Thailand, any of whom may join for segments of the trip. Some will start with the '95 group, cruise for two years in the South Pacific, and rejoin the '97 group.

There are still almost two years before a potential participant has to face the reality of an extended trip, cast off the mooring lines and set sail. It certainly beats 8 to 5, and might make for an adventurous retirement.

Whether any dreamers will come prepared with the skills, personality and equipment needed to make the trip, is another question. In your provocative, well-written and thoroughly circulated magazine, you feed the dreams of spirit of adventure of many. *Pacifica '95* hopes to make those dreams a possibility or even reality for some.

I am apprising inquirers of the dangers and reality *Europa '92* experienced: loss of life, loss of a vessel, groundings and increasing prices to race. Part of the minimum requirements for *Pacifica '95* will be a 1,000 mile, 10-day open-ocean (not coast-wise) trip, celestial navigation and a certified marine offshore survey.

Using Jimmy Cornell's excellent guides, I have optimized wind, weather, and current conditions so that most of the trip will be downwind. As you have pointed out, the beat up the Pacific Coast is foolish, so we will reach out to Hawaii instead. The final route will be honed in three planned meetings before the first departure in '95.

Editors of several sailing magazines have been impressed with the plan and the need for a trip like this — which is a cruise, not a Cornell-type race — for Americans, which means not starting in Europe.

There are literally thousands of details to be managed in an adventure of this kind. We want to organize these details, share in solutions to the problems, and maximize safety to insure an enjoyable trip. We're working at it!

Thanks again for the publicity you provided, the comments on our weaknesses, and the good wishes for a successful venture.

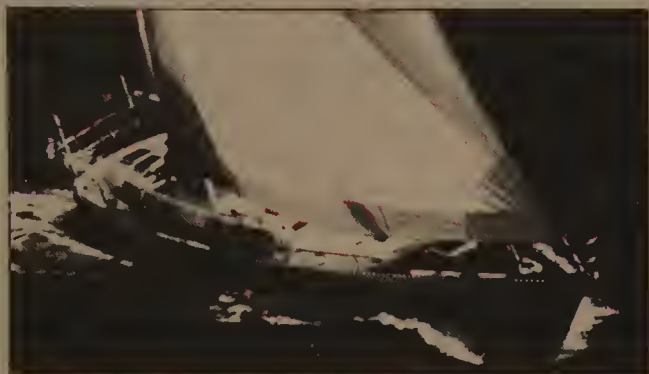
Pat McKinnon
Oak Harbor, Washington

Pat — We're dismayed that you took our report to be negative. To repeat, we're convinced you're a great guy, your motives are pure, and we hope that the event becomes a huge success.

Nonetheless, we think it would be irresponsible for us to make a blanket endorsement of the *Pacific '95* as it's been presented. And God love you, but we still fear that your lack of ocean crossing and foreign cruising experience is/will have an adverse effect on the planning and execution of the event.

Specifically, it's a little scary to hear you make statements such as, "some will start with the '95 group, cruise the South Pacific for two years, and rejoin the '97 group", at face value. And as any

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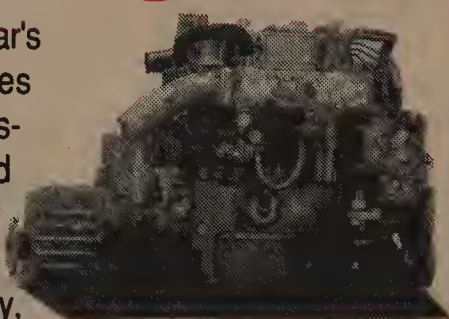
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LETTERS

experienced long distance sailor — of which there are plenty in the Northwest — will tell you, it's a joke to believe that any cruiser, even those already out there, has any idea what they'll be doing in two months, let alone two years. Such naivete reflects poorly on how realistically an event has been planned.

Then too, you say you realize the proposed bash from Panama to Seattle was foolish, so you'll have the fleet "reach out" to Hawaii instead. If it were only that simple!

If you just "reach out" to Hawaii, you head directly into both adverse current and zephyrs. Most folks find they have to head from the Canal toward the Galapagos — almost 90° off course — to find the wind they need to get them to Hawaii. It's 4,668 Great Circle miles from Panama to Hawaii, but based a friend's recent passage, it effectively turns out to be about 5,400 miles — with no place to stop for fuel or fresh food. Having sailed 23,000 miles around the world, how many people are going to be up for a leg that's almost double any they've previously done? And with the knowledge they'll face another 2,600 ocean miles before they finish in the Pacific Northwest? Not only would people complete the event exhausted, they'd finish long after the currently scheduled March 31 deadline.

It seems to us that part of the route — or the schedule — needs to be "honed" as quickly as possible, least the entire concept come across as being half-baked.

Also in the way of constructive criticism, we'd like to remind you that one of the things participants absolutely loved about the Europa '92 was that they were effectively freed of having to deal with port officials, and thus got to spend the maximum amount of time enjoying wherever it was they were. Without some serious and realistic attention devoted to this critical aspect, we're afraid the proposed "days in port" will virtually evaporate.

A long, long time ago we sold boats for a living, so we're completely aware of how many people fantasize about sailing across the ocean and even around the world. For better or worse, it takes a lot of realism to bring such fantasies to fruition.

Having said all that, we'll once again wish both you, the event and the participants all the success in the world.

⇓A WELCOME GESTURE

I am currently looking for the location and owner, if possible, of a 57-ft S&S ocean racer named *Gesture*. My brother-in-law crewed aboard the vessel during the early '70s and has told so many stories that I decided to track her down. Mahogany on oak, *Gesture* was built in the mid-Forties in the Northeast. She won the Bermuda Cup during the Fifties.

We made some calls to the East Coast and Sparkman & Stephens. We heard that she was in Seattle, then Newport Beach. If anybody knows where *Gesture* is, please contact me at (707) 525-9162 or by fax at (707) 546-0108.

Ken Moeller
Santa Rosa

⇓WITHOUT THEIR HELP

As an avid reader of your great sailing publication, I have noticed and been touched by the letters from sailors expressing public thanks to folks who have come to their aid. I wish to join their ranks and express my thanks and appreciation to three folks in a Zodiac on the Petaluma River and the folks at Saitone's Marine of Petaluma.

I had sailed and motored from Vallejo to Petaluma to spend the weekend with my children and grandchildren. Arriving at Petaluma Marina late Saturday afternoon prior to the Fourth of July weekend, the fuel connection fitting on my outboard broke. It was going to leave me stranded in the berth for two days as most marine stores would be closed for the holidays.

I decided to row my dinghy a mile up the Petaluma River to Saitone's Marine, hoping to get there before they closed for the weekend. But then three people whose name I didn't get turned their

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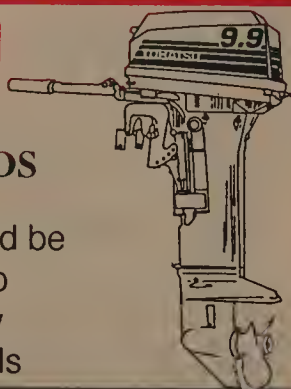
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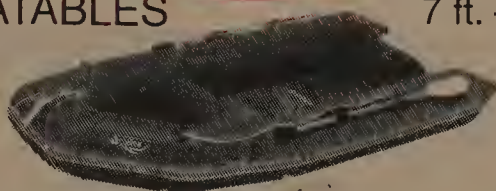


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LETTERS

Zodiac around and towed me almost a mile up the river. Thank you, folks, as without your help I might not have been able to make it against the outgoing current — and certainly not by closing time.

I arrived at Siatone's just at closing time. Not only did they stay open for me, but the staff and owner helped me rig a make-shift fitting that would transfer fuel to my outboard. The owner then offered to accompany me back to my boat after closing the shop, if I felt I would need additional help installing the new fitting. They also provided transportation back to the marina for myself and my dinghy.

Their aid was happily, competently, and generously given — and believe me, gratefully accepted. Many thanks again to the folks that provided the tow up river and to the owner and staff of Siatone's Marine of Petaluma!

Roger Hammerli
Vacaville

Roger — Your letter is a refreshing change to the stuff found on the front pages of newspapers. Kudos to all — we hope your Fourths were great.

STATISTICS ARE SUSPECT

In the August issue you responded to my letter in defense of multihull safety by asking where I got my statistics regarding boating accidents. In the course of research for the book, *The Cruising Multihull*, International Marine Publishing, 1990, I looked everywhere I could think of to find a reliable source for broadly-based accident statistics for 'cruising type' sailboats.

In the end, the only source I could find was the Marine Safety Center of the U.S. Coast Guard, in Washington, D.C. Federal law requires that all boating accidents involving fatalities within the territorial waters of the United States be reported to the Coast Guard. The Marine Safety Center is helpful in the search of their database, and will cull out any information you ask for. Specifically, I requested a list of all reported accidents for auxiliary-powered sailboats 30 feet and over for the five-year period of 1983 to 1987 inclusive.

This accident list contained 36 fatalities, of which 29 deaths — 80% — were attributed, by the Coast Guard, to man overboard!

As part of this research, I also compiled a list of all the multihull related fatalities that I could uncover that occurred in the Atlantic Ocean, and adjacent seas, for the period 1960 to 1989. By the way, this list is kept current, so if you have additional information I would like to hear about it. The total number of fatalities involving cruising multihulls for the 30-year period was 16. None of these fatal accidents involved shipwreck or man overboard. Four fatalities were caused by capsizes.

Statistics are suspect. But if you are looking for answers, what else can you do but make an honest attempt to count up the bad news and try to learn from it?

Certainly, there are unsafe multihulls just as there are unsafe monohulls. Rather than condemning the whole breed as Mr. Taylor had done in a previous letter to *Latitude*, the question should be what features make the type unsafe and what can be done to make it safer.

Chris White
South Dartmouth

Chris — We're with you all the way and are pleased you're in the process in collecting accurate data on the subject. But as much as we love the Coast Guard, their statistics can be horribly misleading. 'Man overboard', we fear, is a generalization used to encompass a multitude of misfortunes.

NOT ALWAYS DOGS' BEST FRIEND

A pet lover, I was disturbed to read in the August *Changes* that fat dogs on Cedros Island are apparently being sold to Chinese fishermen to be used for food.

That was nothing, however, compared to what I felt after reading

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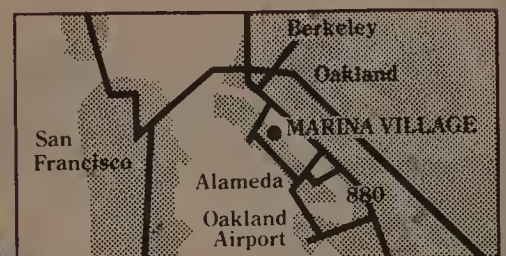
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LETTERS

August 7th's *Earth Week*, in which it was reported that an Israel entrepreneur was rounding stray dogs for export to the Phillipines. The Filipinos apparently consider dog meat a delicacy.

Kate 'Thinking About Becoming a Vegetarian' Kingson
Santa Rosa

Kate — If you ever get to Southeast Asia, you'll probably want to stay away from tables that have holes in the center that are just about the diameter of a monkey's skull.

⇅ HE SHOULD BE MORE UNDERSTANDING

Sean Holland makes a good point in his August letter when he states that the "need to maintain an accurate watch and the plotting of a DR [is important]". He then brings up his history of sailing and professional yacht deliveries as a example of the benefits of maintaining an accurate watch. Included in his listing of accomplishments is the winter delivery of the *Alaskan Sea Cur*, "with the aid of SatNav and radar."

I was a crewmember on the *Alaskan Sea Cur* for that delivery, and sailed on the vessel for an additional year thereafter. Holland had a great deal more than a radar and SatNav for navigation. The *Alaskan Sea Cur* was equipped with a 72-mile radar, two Lorans, SatNav, a marine beacon-MF RDF, two VHF radios, an SSB radio, a 3,000-foot color depthsounder and a color plotter — all of which were the latest models made by Furuno. In addition to this navigation equipment already aboard, Holland also brought his own Loran, autopilot and SatNav.

With all of this equipment and a crew of five, he still managed to run aground two times on the East Coast of North America, strike a Mexican fishing vessel off the West Coast of Mexico, and while approaching Puerto Vallarta from the south, miss the harbor by over 10 miles to the north.

Long ocean passages, as well as long coastal cruises, require a combination of skill, planning and luck. Shifting mud bars on the Intercoastal Waterway and Chesapeake Bay can and do snag the best crewed, equipped and captained vessels. Unlit wooded fishing boats drifting at night off the western coast of Mexico present a hazard to navigation, and poorly lit ports in foreign countries can and do confuse the best and most experienced captains.

Holland should be less amazed and more understanding of the loss of *Aspella*. As we all know, s--t happens.

J.B.

Somewhere in Central America

J.B. — Why is it we have this disturbing feeling that you're perhaps exaggerating things a bit? By "running aground", do you mean bumping into a mud bank on the Intracoastal Waterway? Was the "fishing vessel" he collided with a panga that was bumped?

Your letter would have been a lot more forceful had you been a little bit specific about the incidents — and perhaps more important, had you signed your name rather than just your initials.

⇅ HOT BOTTOM BLUES

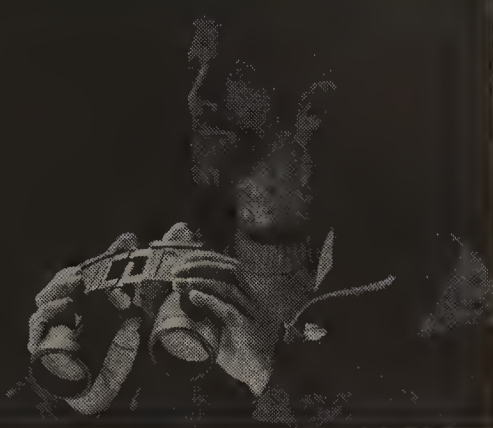
I recently purchased a Cal 20 which I have been refurbishing. The bottom, including the keel, was completely stripped and faired until after many hours of work it was smooth as glass in preparation for having the bottom sprayed.

Having previously read *Latitude* about the individual who had added cayenne pepper to the bottom paint to help keep stuff from growing on the bottom, I added the pepper when I sprayed the bottom.

Like a dummy, however, I didn't check the texture as I assumed it would be the consistency of talcum powder. Wrong! It ended up similar to 80 grit sandpaper! So it was back to more sanding until the bottom still had paint yet was relatively smooth.

I'll let you know in about six months to a year how the pepper

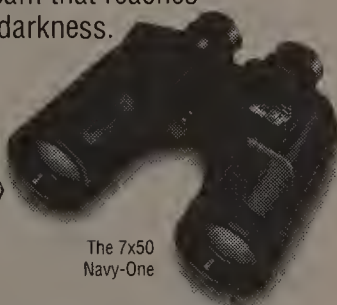
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additive works. If anyone else tries it, make sure the pepper is super fine.

P.S. I'm looking into how I can get some compensation for time lost in getting the bottom back to a super smooth surface. Since you printed the information, shouldn't you be partially — just kidding — responsible.

J.R.
Marin

J.R. — We're completely irresponsible, so don't expect to collect anything.

↑↑ A LOT OF THE GOOD ONES ARE LEAVING

Your item in *Cruise Notes* about the 'resident' cruisers in La Paz couldn't have been more true. There are some pretty vicious people here who are so miserable with their own lives that they continually try to destroy the lives of others. There is one Canadian woman who gets drunk and tells so many lies she actually believes them. And there is one man who has been in jail for drunkenness so many times that the police are ready to throw away the keys.

I only survived in La Paz because I didn't associate with the yachties, who have a bad reputation. Mixing in with the Mexicans, however, has been so rewarding for me. They are warm, happy and delightful to be around — although doing business with them is an experience in horror. NAFTA beware! But I truly admire the courage of the Mexicans.

Please don't get me wrong, there are many Americans here who are great people and who are doing worthwhile things with their lives. Take Old Sea Dog, who for years has done volunteer work at La Casa de Cielo (the old folks' home), and Jo-Jo, who works with the kids in the orphanage, or Kingeo, who does volunteer work at two hospitals. And what about Venus, who started Opera Night, or Caper, who leads water aerobics. There are many other activities that those who aren't lazy could get involved in if they were of as good character as those mentioned above.

We have both good and bad in La Paz, and it's about time the good ones get some credit, too. Unfortunately, a lot of the good ones are leaving because of the reputation La Paz is getting. If we could get rid of the drunks, liars and bums, La Paz would truly be paradise.

P.S. I forgot to mention a few others who are a credit to us "foreigners". Loraine Kochek, our resident clown, who at 74 years young dresses up as a clown and walks two miles for three days in our carnival parade. Or La Paloma, who opens her home each Sunday for ballroom dancing. And Margarita, who has a huge, wonderful lending library for all. There are so many more.

P.P.S. Most of these vicious people are 'wanted' in one way or another in their home countries for crimes — and they brag about it here in La Paz! Nice people, huh?

Dick Reed
Slo-Boat
Marina de La Paz

Dick — Your writing was a little hard to read. We hope we got the names correct.

↑↑ IT FELT GREAT

Great coverage of TransPac '93 — nobody comes close to covering it like *Latitude*. For the few that pay attention to the details of such esoteric adventures, however, I have a few race notes to add from my perspective aboard Neil Barth's Andrews 53 *Persuasion*.

Morning Glory did not take the IMS "broomstick" as reported, since she was not first-to-finish in IMS. *Persuasion* took that honor after incredibly close racing between the two boats all the way across the Pacific. Since both boats were close in size and *Morning Glory* had more sail area, we knew we needed a windy TransPac to save our time. Just staying in front of them boat-for-boat was a challenge.

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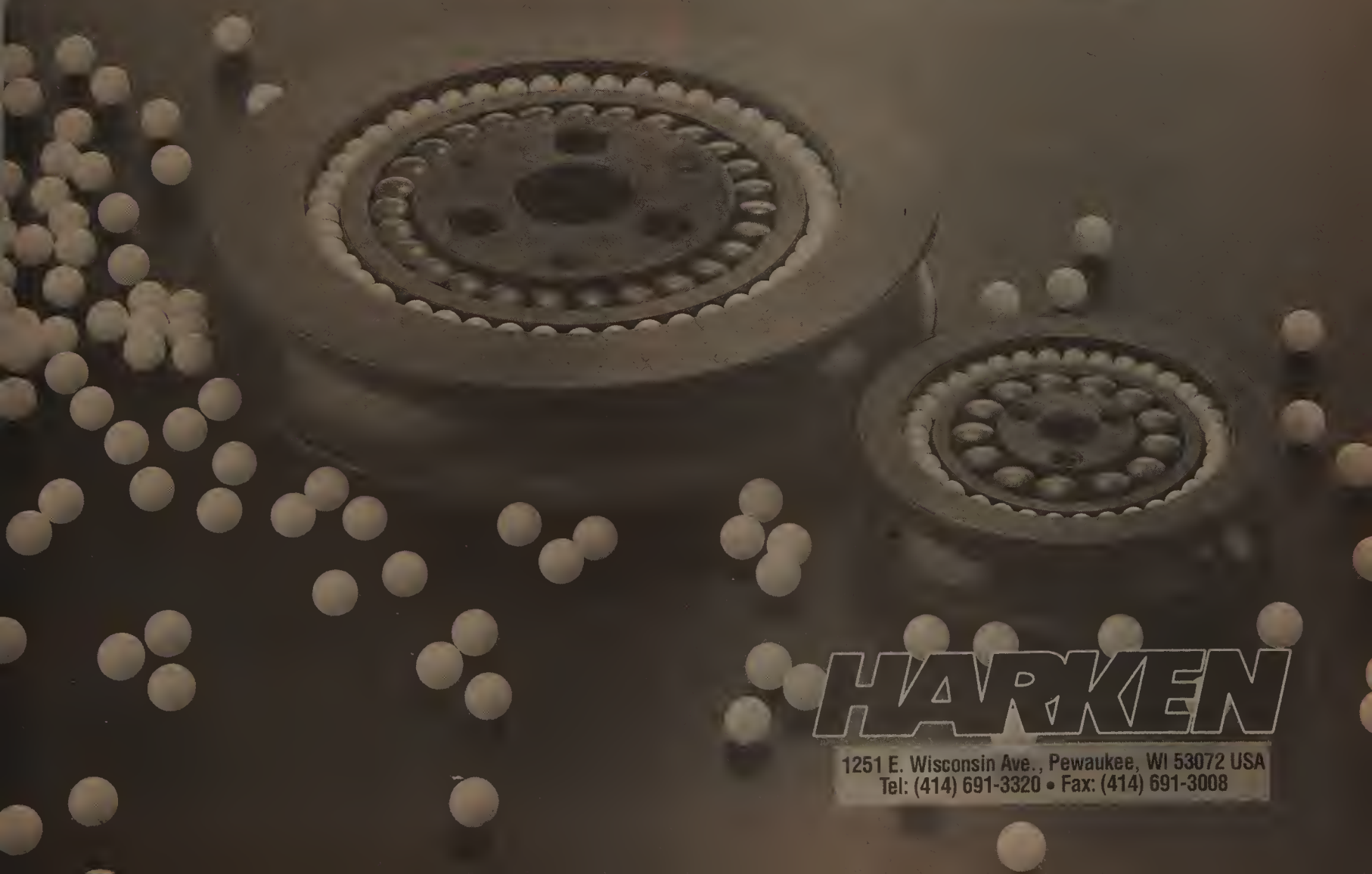
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LETTERS

As *Latitude* reported, we were in sight of each other every day, usually not more than a mile or two apart.

However, *Persuasion* did not "nip" *Morning Glory* at the finish, we led them the last 150 miles of the race, jibing down the Molokai Channel in 10 knots of wind, a quarter of a mile apart.

Finally, finishing in front of *Morning Glory* was not a "hollow victory" for the crew of *Persuasion*. There is a very nice trophy for first-to-finish in IMS — which no doubt Dee and Hasso would have very much liked to win. But most important to us on *Persuasion*, it felt great to finish six minutes in front of a very fast boat sailed by great sailors after 2,300 miles of racing.

P.S. Thanks for including Hasso Plattner's very kind remarks about *Alaska Eagle* and her work as escort and communications vessel.

Brad Avery
Crewmember, *Persuasion*
Newport Beach

Brad — You're right about our being in error with regard to the 'broomstick', and we appreciate you calling it to our attention.

In the old days, there was just one fleet winner and four division winners; now there are three different sub-fleets, division winners in each, and the maxi sleds whose class results are different from their fleet results. Making sense of the chaos to our typical reader is no small challenge.

❗ I SHOULD STOP FOOLING AROUND

I know Steve Cass, the guy who was featured in the *May Changes* because he sailed his \$1,500, 28-ft dory from Long Beach to Brisbane, Australia, last year. Before Cass left, I went aboard and examined the workman-like interior of his boat. I like to think I'm the guy who persuaded him to take a GPS along. You might remember that he originally planned on not taking any electronic equipment at all.

When Cass returned from his voyage, he came aboard my *Columbia 26 Runaway* to show me some photos he'd taken along the way. The islands sure were beautiful! He then told me that my *Columbia 26* was plenty strong for such a trip and that I should stop fooling around and get going. So I am going. November 1, I head for Mexico.

My nomination for the best cruising yarn is *Shrimpy*, by Shane Acton. For many years John Guzzwell's 21-ft yawl *Trekka* held the record for being the smallest boat to do a circumnavigation. Guzzwell wrote a fine book about it that was suggested for your 'best books' list. *Trekka's* record was broken and then held for many years by Acton's *Super Shrimp*, an 18-foot Robert Tucker bilge keel plywood design that had been built by Nobby Clark.

When Acton left England aboard what soon became affectionately known as *Shrimpy*, he was still reading instructions on how to raise a mainsail. He nonetheless managed to get himself to the Caribbean, where three Italians chartered the little boat and provided Acton with an expenses-paid cruise through the islands. Always poor, Acton actually did day-charters with the little sloop. It was while doing these charters that he met the stunningly beautiful Iris Derungs of Switzerland. Iris figured Acton needed looking after, so she signed on as crew. She would sail with him for the rest of the circumnavigation.

Some interesting facts from the book: It took Iris and Acton 45 days to sail from Panama to the Marquesas. By the time Acton reached Polynesia, he'd gotten enough experience to be hired as captain of a inter-island schooner. He kept *Shrimpy* in a friend's front yard while he worked. Acton was in Australia when Prince Phillip came for a visit. Phillip accepted Acton's invitation to examine "the smallest sailing vessel to ever sail from England to Australia." When Phillip accepted the invitation, *Shrimpy* was floating in a friend's swimming pool! When *Shrimpy* arrived back in England, Prince Phillip sent a telegram of congratulations, stating he was sure *Shrimpy* was again resting comfortably in some swimming pool.

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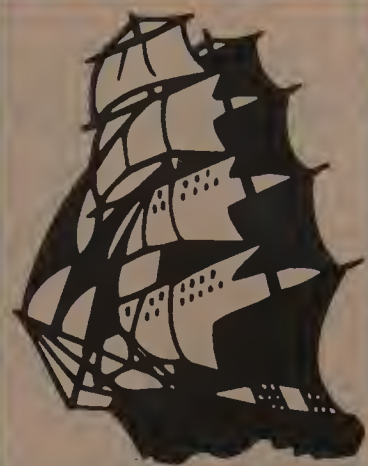
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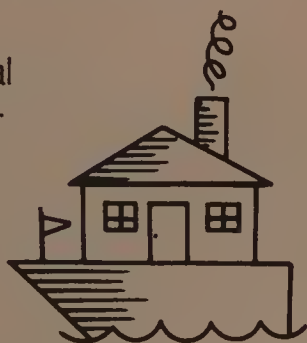


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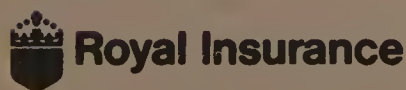
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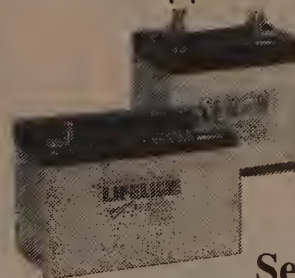
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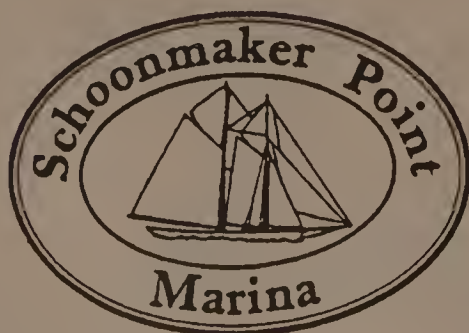
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LETTERS

The book *Shrimpy* was published in England in 1981. My copy is so threadworn, tore and taped that I will no longer let her out of my sight. But many have read it and been delighted by Acton's breezy style.

Since my interest has always been with voyaging in boats under 30 feet, I tried to keep up with Action and *Shrimpy*. I know that Iris and Acton went their separate ways after the voyage and later heard that Acton was made an honorary member of the Seven Seas Cruising Association. While Acton was pleased with the recognition, he felt that SSCA members in general had boats that were too large, too gizmo-laden and spent too much of their time sailing from marina to marina. About five years ago I read that Acton and *Shrimpy* were in the middle of another circumnavigation, but have heard nothing since.

In Guzzwell's *Trekka Around The World*, he mentions a method of sailing downwind which I've adopted for my own fin keel, spade rudder Columbia 26 Mk II. In addition to twin jibs, Guzzwell flew a tiny spinnaker up high. It all but eliminated the wallowing such boats are noted for while running.

I now have the same set-up on my boat, using the spinnaker from a Coronado 15. My primary headsail is a roller-furling 160% genoa. On the other side I use a 110% jib, or, if the wind is light, a genniker. My mainsail is fully battened.

As you folks suggested a few issues back, many serious cruisers are opting for hard dodgers. I'm in the process of converting my flimsy canvas dodger to a hard one. And after three inflatable dinghies, I've gone back to fiberglass model. I acquired one that fits perfectly on the foredeck in front of the mast and allows me to pass to the side of it. Using a halyard, I'm able to hoist it on deck all by myself. I'm now working on a way to make a lifeboat out of it.

After swinging on an anchor for a week or longer, I watched my half-inch rode shrink to nearly a quarter-inch. So I now have 200-ft of quarter-inch hi-tensile chain and four anchors. My main anchor is a 22-lb Bruce with a 25-lb CQR as a back-up. I don't have an anchor winch, so raising the hook can be time-consuming. But having been forced to retire at age 55, I have plenty of time.

I've been living aboard *Runaway* for nine years now, so I know her well.

George Snyder
Runaway of Seattle
Long Beach

George — You won't be the first to go cruising aboard a Columbia 26 Mk II. Russel and Jennifer Redmond, who are 44 and 32 respectively, cruised their Columbia 26 Watchfire from 1989 until early this year. They sailed down the coast of Baja to La Paz where they acquired their dog Charlie, then continued on to mainland Mexico, Central America, the Panama Canal and then non-stop from Colon to Tampa, Florida. They then took the IntraCoastal Waterway — which they loved — to Houston, from where they had the boat trucked back to San Diego.

"I went all through the boat before we left," says Russel, "and did a bit of minor beefing up around the bulkheads. But we never had any problems with the boat, not even when it got really rough. We were about the only outboard-powered cruising boat we saw, and it really helped our light air sailing not to have a prop dragging through the water. The Yamaha 8 was still strong enough to power us 200 miles across the Gulf of Tehautepec."

Interestingly enough, the Redmonds know a Columbia 26 with the same name as yours, *Runaway*, which didn't have quite as good a cruise. "A neighbor of ours," says Russel, "named Joe North bought a pretty trashed out Columbia 26 and took off with his lady friend this January for Costa Rica. We hear they got there, but just barely, and sold what was left of the boat."

The Redmonds are looking to take off again soon, so maybe there'll be two Columbia 26s headed for Mexico this November.

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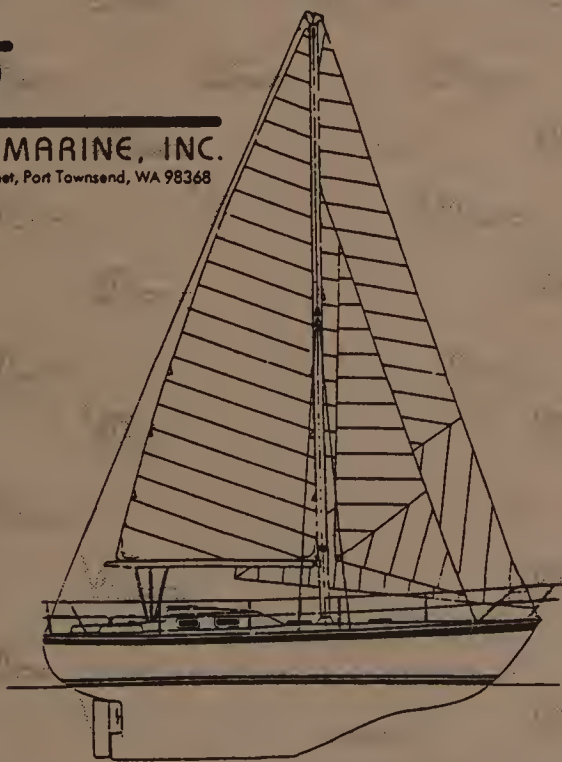
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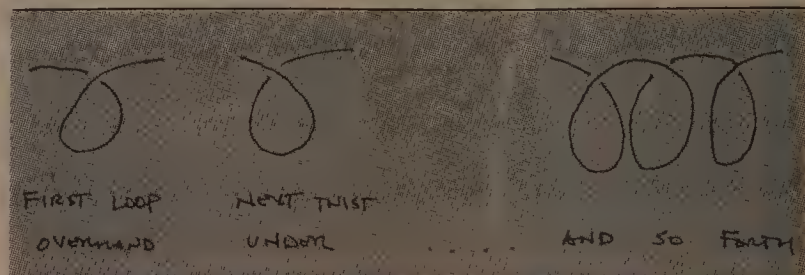
LETTERS

That Shane Acton is one brave man. Sailing around the world on an 18-foot boat must have been a snap — compared to taking three Italians for a term charter on such a minuscule boat!

⇓⇓FIRST LOOP, THEN TWIST

I have some advice regarding the stowing of twist-resistant line, a matter raised by Karl Randolph in the June issue and others.

I spent the better part of my college career playing roadie, stowing twist resistant cable. As a salvage officer on an ocean going tug, I still show the deck hands the following method, which is so easy to do:



You hold the line or whatever in your left hand and coil with your right. We used to coil 150-foot microphone cable like this and just toss it to uncoil. Try it on hose and similar 'cable'.

Dave Davis, Lt, USN
U.S.S. Salvor AR5 52

⇓⇓WHAT'S NEEDED NOW

Back in 1948, when I fished commercially with the likes of Cass Gidley and Ernie Gann, the fogbound approach to Half Moon Bay was achieved by following the San Francisco Airport's 'A'-N' beat on the RDF and by reading the fathometer.

During our 1984 westbound crossing of the Atlantic, a survey of 40 cruising boats within radio contact revealed that RDFs topped the list of the most useless pieces of equipment aboard the boats. Times had changed.

It's now June of 1993, my circumnavigation long ago completed, and I recently departed Acapulco for Costa Rica. My boat was equipped with a SSB, radar and GPS.

Three-and-a-half days into that passage, I spoke with another southeast bound vessel that had left about the same time I did. They were anchored part way through the passage at Salina Cruz because of square seas and thunderstorms. They were intent on following the "one foot on the beach for a safe passage" philosophy.

We on *Truly Fair*, however, had already motorsailed a rhumb line course between the two countries, using our radar as a weather avoidance device. When confronted by a thunderstorm on our way south, we were able to dodge the disturbance by two miles. All this while the other vessel was sitting in port 130 miles in our wake.

During our rhumb line course, we monitored Coast Guard weather broadcasts. We tuned in to 8764 and 13089 at 0400Z, 1000Z, 1600Z and 2200Z from Norfolk, and then half an hour later from San Francisco on the same frequencies. These broadcasts confirmed that the weather was normal in the Gulf of Mexico and therefore we didn't have to worry about Tehautepec'ers on the Pacific side. (WWV also, of course, broadcasts reports of bad weather at 10 minutes after the hour.)

In summary, GPS, SSB, radar and a fathometer are the necessary navigation instruments of today.

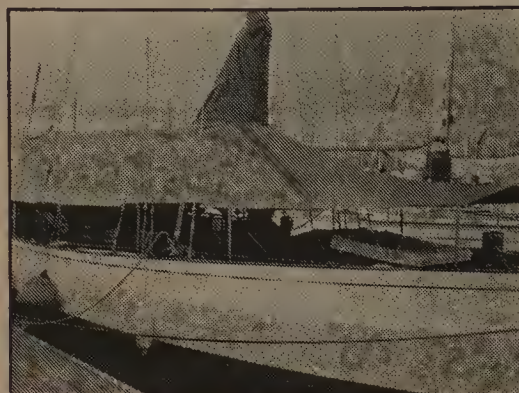
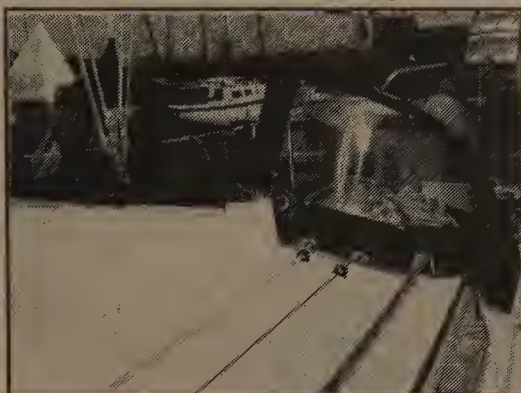
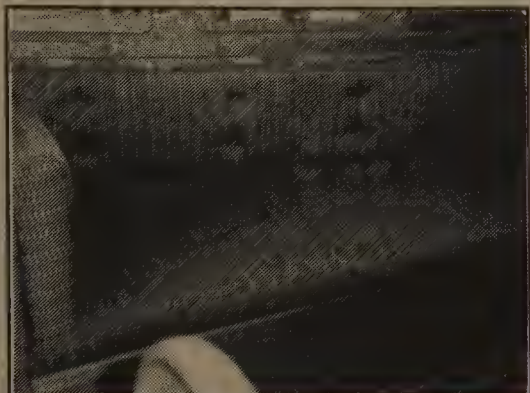
Two other comments: There has been some discussion about the United Community Insurance Company, which offers cruising policies to members of the Seven Seas Cruising Association. According to the Best Company, which rates insurance companies, United Community is highly rated because of their fine management.

Also, there was some discussion about putting grease on a boat's zinc. Well, how long did it last? We paint the part of our zincs where

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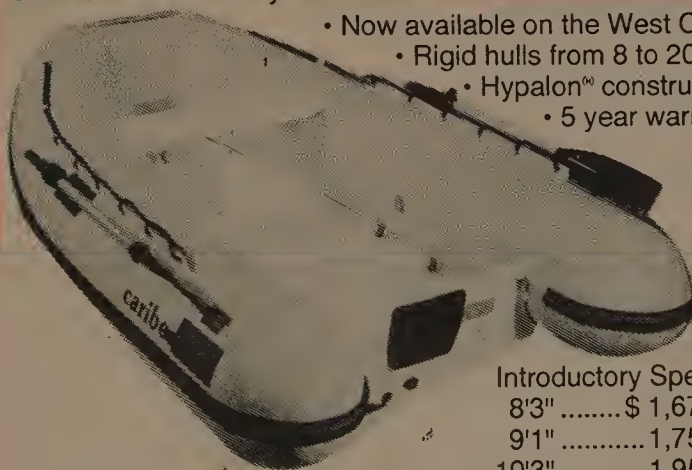


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LETTERS

they are screwed on because zincs normally deteriorate fastest next to the screw.

P.S. What a surprise to find the Wanderer in Z-town in early June aboard the Big O — without the Wanderette!

Fritz Warren
Truly Fair, Celestial 48
Sausalito

Fritz — During our interview with Norm and Lois Anderson, who just completed a seven-year circumnavigation, Norm advised that radar was his number one navigation instrument. And when John Collins recently delivered Elmo's Fire up from Baja for U.S. Customs, he did it with radar — and without a GPS or SatNav. "We came up so close to shore," said Collins, "we could have painted the cliffs if we'd only had a brush. We never could have gone so close without radar." They hugged the coast to 'hide' from the wind and swell.

Too bad radar isn't as inexpensive as GPS.

Incidentally, Warren would like everyone to know that Joanne Livingston, who sailed around the world with him, recently rejoined the boat in Costa Rica. Fritz and Joanne plan to continue on from Costa Rica to the East Coast of the United States, hopefully getting as far north as Maine.

⇓ SHE'LL BE MISSED

Hotel California, not Silver Bullet, was Santa Cruz 70 hull #6 as stated in your TransPac coverage. I know, as I took care of Hotel — now Grand Illusion — when she was new.

If I qualify for a T-shirt, I wear a large — with shoulder pads.

I had to sit out this year's TransPac due to the illness and untimely death of a great friend of 30 years, Christie Chambers. She helped prep several boats, such as Predator and Ragtime, for Cabo races and was the stewardess on Maverick's tender, the 85-foot Galatea, at the last MEXORC at Las Hadas.

Christie had a lively sense of fun and was a kind and good person. She'll be missed by all of those who knew her.

Debbie 'Delight' Davis
South Laguna

⇓ YOUR COOL AND KIND DEMEANOR

My profound and sincere apologies to the skipper and crew of — let me withhold the name — for the inconvenience I inflicted upon them in Clipper Cove late Saturday, August 14.

My wife and I departed Emery Cove Marina that night about 2100 when we felt the strong winds had subsided. By the time we reached Clipper Cove an hour later, the wind had increased substantially and the anchorage was unusually crowded. We allowed two cruisers to pass in front of us before we turned into the anchorage area — and were surprised to find considerable room in what would normally be the second row of boats in 22-feet of water just off the isthmus.

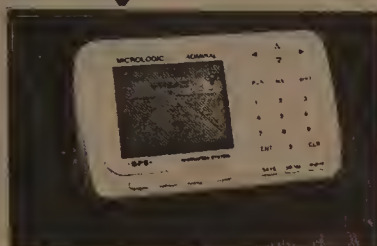
Having anchored there dozens of times without any problems, and having never dragged our 35-pound plow anchor, I expected getting settled would be a piece of cake. We slowly approached the stern of the first boat from directly downwind, and at the proper time to drop the anchor I apparently hit the switch marked 'Murphy's Law'.

I didn't get sufficient chain out fast enough, and as our bow fell off the wind, the anchor held just long enough to jerk the chain out of the bow roller — rendering it impossible to raise it with the windlass. In the time I spent trying to get the chain back on the roller guide, we drifted over your anchor. In our attempt to get clear of the area, our anchor hooked your anchor chain. As you are only too aware, without any warning or ceremony we towed you from your snug anchorage into the maelstrom, so to speak.

I would like to believe that more than 20 twenty years of safe sailing in Puget Sound, Canada, the Great Lakes, the Caribbean and Mexico would have prevented me from having caused such an incident. Not so, unfortunately. But with your help, with my wife at

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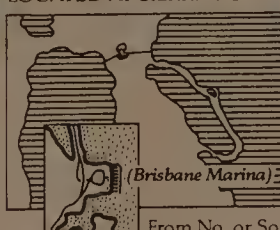
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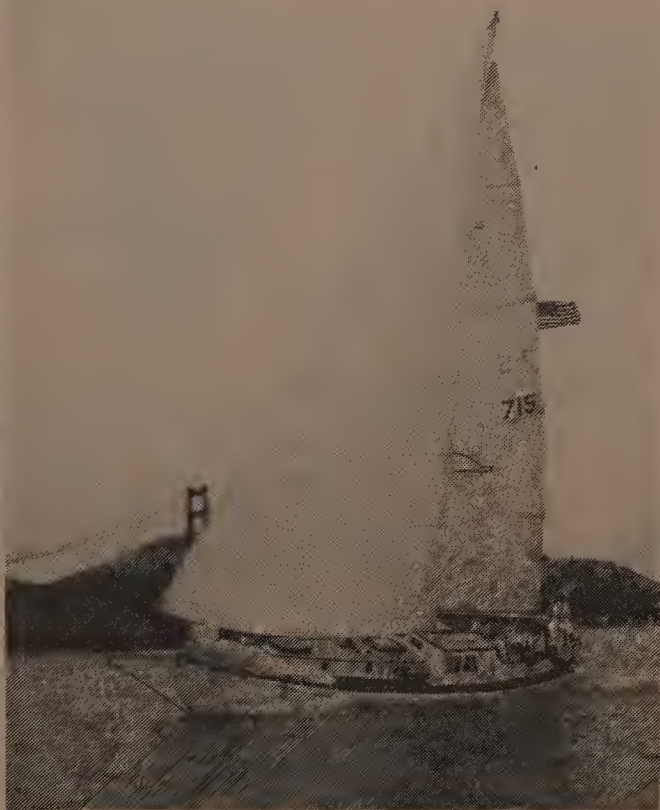


Photo by Foto Float

Vectis, built in New Zealand in 1929. LOD 32'

Vectis, owned by Steve Stock, looking good on her way to winning in the Master Mariners this year.

Steve and a friend are getting her ready for a cruise South. Some Hugin Sails have, of course, been part of the picture. The main is the last one still to be replaced and our part of "the list" will be done.

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LETTERS

the helm, and with your mate's similar able assistance, we were able to untangle our ground tackle with damages limited — I hope — to my fading sense of male infallibility.

There is however one item which should be noted, and that is the gentlemanly nature of your response to my inadvertent provocation. Your kind and cool demeanor was a refreshing reminder that we pursue a pastime once noted for its civility. I hereby resolve to replicate your example at the earliest opportunity — though I pray it not be soon.

I have refrained from mentioning the name of your boat in the unlikely event that I might cause you any embarrassment. If you would be so kind as to contact me through *Latitude*, I would be pleased to offer my personal apology and to receive your assurance that there was no damage to your vessel. Should I hear from you and find you have no objection to having your names published, I hereby request your commendable yachtsmanship be recognized in a future issue of this publication.

James Moore
Clair DeLune
Danville

James — Somebody taking full responsibility for a mishap they caused — how pleasant and rare these days! A tip of the hat to you — and, of course, the other couple who were so understanding.

⇓ A JOB WELL DONE

I nominate Bob Sherman, Diesel Fuel Filtering of Alameda, for a Good Guy award!

Finished with all my weekend duties one Sunday, I started filling the water tanks. I heard the 'boom' of the water tanks flexing after just a few minutes. Hmmmm, unusual that would happen so quickly. Then I smelled diesel. Raw diesel. Then I heard a dripping noise. Hmmmm. Oh no!

For 10 years I have checked the filler cap every time I fill the water tanks. The 'Diesel' label on the fuel filler cap and the 'Water' label on the water filler cap are very clear. But they are only inches apart. I didn't read the labels that day.

I'd had the water on for about five minutes, so something had to be done, but what? I called friends — no one was home. So I went to the Harbor Office. Marta knew what to do immediately: call Bob Sherman, who 'polishes' diesel fuel for a living.

Sherman had a few questions about the hoses, and we talked about whether to start the job that day or the next. He suggested he could be at my boat in 90 minutes.

Bob has an 18-foot Boston Whaler that he tied up to the stern of our boat. He has many filters and hoses — all remarkably clean. He spent the next couple of hours very carefully pumping the water out of the bottom of my tank into jerry cans for safe disposal. Then he spent a few hours setting up the filtering system and filtering all the remaining fuel in my tanks.

The whole process took six hours, but it was remarkably clean and Bob was very careful of our boat. Naturally it would have taken less time to get my fuel 'polished' had I not poured all the water into the tank.

Even if you don't dump water in your fuel tank, you may have water or residue from your fuel sitting in your tanks for more than six months. So it's a good idea to have your fuel and tank cleaned every few years. Sherman recommends keeping your tanks topped off to prevent condensation and using Diesel Guard every time you fuel up.

Sailboat Person
Pier 39 Harbor

Readers — Getting your tanks cleaned and fuel polished is a great idea for those who haven't used their boats much but who are about to head off for Mexico.

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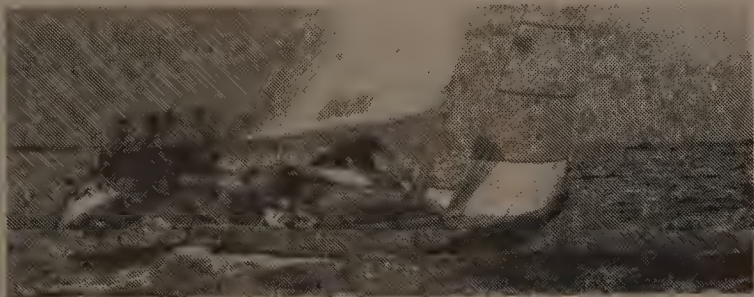


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And that's the way it was...

JB, a friend of ours, brought by Eric Tabarly's book *Lonely Victory* the other day. That's the story of the 1964 Singlehanded Trans-Atlantic Race. In the chapter 'Other Competitors', Tabarly visited with some of sailing's greats — Francis Chichester, Blondie Hasler and others — as well as some of the race's lesser-knowns, such as Bob Bunker. Almost 30 years after the fact, we agreed that Bunker's writeup deserved to see print one more time.

"Bob Bunker . . . works at the Guinness Brewery in London. His only experience singlehanded was in a racing dinghy which he owned. He bought a larger boat for the Trans-atlantic race, though she was smaller than nearly all the other entries. He invented his own self-steering gear for the race. Included in his supplies were four dozen bottles of Guinness, a present from the firm. An equal amount had been offered to the other competitors 'so that they might not be at a disadvantage.' Bunker said at the start: 'This is my first attempt. I'm prepared to be at sea up to 50 days, but I've only 48 days supply of Guinness'.

"Bunker reached Newport on July 12, a few hours less than 50 days. On July 21, the Guinness firm gave a party for him at the Empire State Building."

Maybe reincarnation will help.

On March 23, 1974 — almost 20 years ago — M. Harris put his name on the waiting list for a 60-foot slip in the Santa Cruz Yacht Harbor. Not only has this individual's name not come up yet, he's still just sixth in line! Folks waiting for 30, 40 and 50-foot lower slips aren't in much better shape. Sixth in line in those categories signed up either in 1978 or 1979.

Who says sailing doesn't interest the general media?

In May alone, both *Good Housekeeping* and *Cosmopolitan* requested 'backgrounders' on accomplished sailors — *GH* for an article on women in sports, and *Cosmo* for a listing of, you guessed it, most eligible bachelors.

Cat thrashing at the Olympics.

Performance Catamarans, which manufactures both the Prindle and Nacra lines, announced that both classes are in the process of qualifying for consideration as an Olympic class for 2000 — that's the year 2000, as in 7 years from now. Obtaining international status from the IYRU is the first step in the qualification process.

Radio days.

While the FCC has eased installation requirements for VHF radios, they have clamped down on those for Single Side Bands. Legally, only licensed operators (first or second-class radiotelegraph or a general radiotelegraph operator's permit) are allowed to install SSBs, but over the years, lots of them have been installed by non-licensed boat owners. The problem — and the reason for the clampdown — is that many such units cause bigtime interference on the airwaves.

So if you really think you know what you're doing, go for it. Just be aware that the fine for installing an SSB without a license, or for operating one with an expired license, can cost \$5,000 or more. And don't say we didn't warn you.

Guilty as charged.

Aaron Ahern, the Navy apprentice seaman who went 'over the hill' from the carrier *Abraham Lincoln* in February — allegedly to protest the Navy's passage of dumping tons of garbage into the open sea — pled guilty to leaving his post at a court martial last month. Since his lawyer believed Ahern would be treated more leniently if he simply admitted his mistake, the 20-year-old former Santa Cruz surfer (who returned to the ship in April) did not mount an environmental defense. Ahern was fined \$500, sentenced to 35 days in the brig will be discharged from the Navy after he serves his sentence. "When I get

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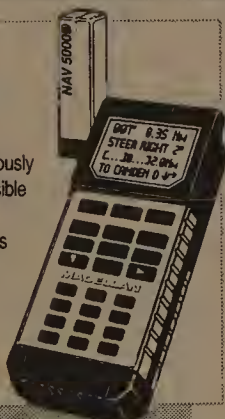
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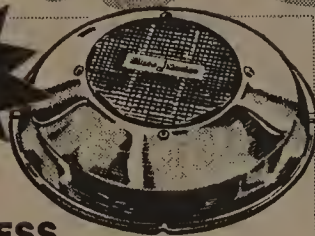
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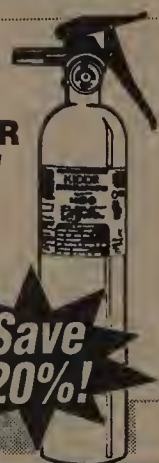
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LOOSE LIPS

out of the Navy, I will continue to work to end the pollution of the oceans," he said.

Bar hopping.

The San Francisco Bar Pilots — the guys who keep incoming and outgoing ships from running into each other and/or the Golden Gate Bridge — will be christening a new 'run boat', the 67-foot *Golden Gate* in early September. The \$1.5 million pilot boat, built specifically to ferry the bar pilots to their station 11 miles off the coast, was built in Massachusetts. She has special water ballast tanks to provide a better ride when the waters get rough — as they often do — on the way to the pilot station.

Bar pilots have been required on ships transiting the Gate since before California became a state, which if you remember your California history, didn't happen until after the start of the Gold Rush. There have been numerous pilot vessels over the years, the most lovely of which was certainly the schooner *Grace S*, which put in 52 years of duty. She became much better known as *Wanderer* after being acquired by Sterling Hayden for his South Seas adventures. She was lost on a reef in 1964.

Sale boats of the month(s).

We're a little 'back ordered' on this — sorry. In the last few months, the following folks have become proud new boat owners.

A couple of Passage 42s went to new owners through Nor Cal Yachts in Alameda, one to **Bob Yandow** and **Shirley Joyal** of Los Gatos, and the second to **Paul** and **Lyan Bridson** of Redwood Shore. The former didn't mention what plans they have for the boat, but the Bridsons are looking at some Bay and Delta cruising this year and maybe a Mexico jaunt next year.

Steve Groves of Sonoma took ownership of the *Islander 28 Lone Shark* with the help of Bill Gorman Yachts. He also plans some Bay and Delta outings and "just plain enjoying the boat with my wife and kids."

Finally, **Al** and **Elise Boyden** of San Jose are the new owners of the *Cheoy Lee Alden 32 Calliope*. They plan to search for new adventures on local waters with their two sons.

Or maybe a brick wall . . .

The Coast Guard has proposed strict new regulations on commercial shipping in the Bay Area, ostensibly to increase safety for everyone concerned. These include limiting ships to 15 knots inside the Bay (some do over 20), and preventing any ships carrying hazardous or toxic materials (including oil) from crossing under any bridges or entering the Oakland or Richmond harbors when the visibility is less than 1,000 yards. Said one Bar Pilot, "We might as well put a chain across the Golden Gate." Needless to say, those who make their livings in and around the shipping industry are not too thrilled about the proposals, which will hopefully be toned down a bit before implementation.

More prime cuts.

A \$500,000 budget cut means the Department of Fish & Game will mothball three of its nine coastal patrol boats, and shift the patrol areas of others. Conservationists complain that it will leave the 100-mile stretch of coast from San Francisco to Monterey unprotected.

Wisdom of the aged.

Rob Moore, *Latitude's* illustrious Racing Editor, hits the big four-oh on the 26th of this month. When we asked The Red Knight, long possessed of wit and wisdom beyond his years (before the years caught up, anyway) for a morsel of thought food for his favored minions, all he said was, "Never forget: The Berkeley Circle and the Olympic Circle are not necessarily the same thing."

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CURRENT ASSET!

heart interface

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the big one that almost got away

It's hard to imagine, but in many ways, the proverbial needle in a haystack would have been easier to find than Bill Maudru's Cross 46 trimaran *Defiance*, which capsized on July 4 during the Encinal/Santa Barbara Race. At least haystacks don't move around at the whim of wind and current.

But *Defiance* sure did. In fact, it must have seemed at times to Bill that the boat was *purposely* avoiding rescue. In the days following the accident, Maudru and others spotted the upturned hulls many times from the air, only to motor out to a blank patch of ocean in the towboat. Days turned to weeks, and by the time we had gone to press last month, it had been 22 days and Bill had all but written off ever seeing the three-year-old trimaran again.

"When we saw the boat on the 20th — off Point Conception outside the islands — you could still see the sails were up," says Bill. But on the 22nd, when spotted 135 miles due west of San Pedro, it was obvious the rig was gone. As they had before, Bill and a team of friends and hired spotters calculated the likely drift pattern. Then he hired a 65-ft dive boat out of San Pedro, arranged for two more days of flyovers, and on midnight of the 24th of July, they shoved off for one last shot at retrieving *Defiance* — which was certainly living up to her name in a backhanded sort of way.

As before, the plane found the *Defiance* on the 24th, 120 miles southwest of San Pedro and only 80 miles from the Mexican border. And as before, she was nowhere to be seen when the rescuers arrived at the coordinates given.

continued outside column of next sightings page

luxury tax

Whether you were behind the squeaker victory (51 to 50) of President Clinton's budget package or not, at least one part of it represented a major victory for the boating industry: the Luxury Tax has finally been repealed!

When passed, Congress intended the Luxury Tax to cull revenue from the very rich — who are apparently also regarded on Capitol Hill as the very stupid. Effective January 1, 1991, it automatically tagged on an additional 10% surcharge for the purchase of new automobiles, airplanes and yachts over \$100,000. The result? The very rich didn't buy those things any more, at least in this country. In the marine industry alone, an estimated 30,000 American jobs and the closure of dozens of companies can be traced to the enactment of the Luxury Tax.

Many people and organizations worked hard to overturn this unfair tax. Locally,



repealed — finally

those include M.K. Veloz at the NCMA, Chris LaManna of Harrison Yachts, Bill Waldrup of Superior Yachts, Trish D'Anna of D'Anna Yacht Center, Art Schubert of Star Marine Electronics, and the wizard himself, Bill Lee, who may have put in more behind the scenes work than anyone else in Northern California. Thanks to them all, and to all our readers who took pen or phone in hand to join the crusade.

Repeal of the Luxury Tax is retroactive to January 1 of this year. Manufacturers and dealers who have had to pay the tax themselves to close boat sales for the past seven months are expected to use their 'rebates' to restart production lines, rehire workers and beef up marketing.

"We think the pent-up demand from customers who refused to pay this tax will enable boat builders to re-employ 5,000 workers within six months," enthuses Jeff

continued middle of next sightings page



COURTESY BILL MAUDRU

big one — cont'd

The plane refueled and looked most of the day, with no luck.

The plane returned to land in the late afternoon. "I had given up," says Maudru. "So we turned around to go in and there it was, right in front of us."



COURTESY BILL MAUDRU

Above, upsie-daisy — 'Defiance' finally comes around. Left, 'It's easier to paint the bottom this way.'

time of the capsizing. "That's definitely going on my wall," he says. At one point in the operation, a call came from outside for everyone to get out of the water quickly — a 7-foot shark had been spotted doing a reconnaissance of its own under the boat.

A brief attempt was made to right *Defiance* in the calm conditions, but it soon became obvious that the tri's extreme buoyancy was going to prevent that from happening. So a bridle was rigged and the slow upside-down tow — at about 3 knots — began.

Defiance finally made port again in San Pedro on July 28th, where she was simply tied to the dock in her inverted position while repairs began — which made for some amusing moments. "So many people kept coming by asking what was going on that we finally started telling them, 'It's a lot easier to paint the bottom this way,'" says Maudru. In fact, Bill and his crew did just that after the hole in the main hull had been repaired. Then the big tri was righted by a local crane company.

Once back on her feet, the boat was towed to Cabrillo where a steam cleaner had to be hired to rid the decks of thousands of little Mexican barnacles "with the most incredible adhesive you've ever seen," says Maudru. By the next day, the engine was running and repairs had begun on the 3 by 4-foot section of shattered deck.

Three days after she was righted, Bill and his crew were zooming around L.A. Harbor under power. At this writing, a few more freeway commutes from Bill's Woodside home (to replace all the ruined electronics, running lights, radio and so on) are in order before the boat comes home. Bill hopes he'll be motoring up the coast about the time this issue hits the streets. After that, there's still lots to do, including the installation of a new rig and all new sails (the extras were stored in the weather ama, whose hatch came off). Still, Bill is optimistic that the boat could be sailing again by fall.

The plane had flown right over it several times.

Bill and two others dived on the boat to check its condition, which wasn't bad, considering. There was a hole in the bottom where Maudru's crew had busted through from the inside the night of the capsize, and emerged to pull him out of the water nearly unconscious. There was also a big hole on the deck where the rig had ripped itself out. Other than that, damage was minor. Even the engine was high and dry.

Bill says it was a little eerie going through the upended cabin. "There was strange stuff in there — like forks sticking out of the stereo speakers. I guess they'd been attracted by the magnets." He found his car keys, but not his wallet with \$400 in it. He also retrieved the Seth Thomas ship's clock, which had stopped at 1:05 (a.m.), the



COURTESY BILL MAUDRU

Do-it-yourself escape hatch allowed the crew to save skipper Maudru.

SIGHTINGS

survival of the fattest

'Retro' is in these days. Muscle cars from the '60s and '70s are worth many times what they were new; groups like *Led Zeppelin* and *The Doors* are hotter than ever; we've heard even miniskirts and platform shoes are making something of a comeback.

Add to the list some of the hottest racing boats of the late '70s and early '80s, the quarter-ton class. Only slightly larger than your average Dachshund, the quarter tonners were technically the most advanced 24 to 26-footers of their day. In many ways, they still are — how many other boats of this size feature running backstays and up to five crew?

With a dozen or so 'quarter pounders' in the Bay Area, a revival has been talked about for years, but this season it finally happened. An average of six boats have been hitting the starting line regularly this summer. That would qualify any 'new' class for one-design status under YRA, but the Quarter Ton Class prefers to remain autonomous, hiring their own committee boats and professional starters. They also do not race levelly, but under PHRF ratings (though their squat appearance still screams IOR). For more on who's doing what to whom in the class, see *Race Notes*.

One of the real beauties of the class for newcomers is that, unlike classic

continued outside column of next sightings page

luxtax repeal

Napier, president of the National Marine Manufacturers Association.

Compared to the past five years, almost anything will be better. With big boat sales

fighting the

As Doug Storms' upcoming battle with the BCDC draws nearer, support is pouring in. So the first order of business is to thank everyone on behalf of the Sausalito liveaboard. He called late last month to relay the thank you, and to update us on the September 11 fundraiser at Dunphy Park.

To recap briefly from a *Sightings* piece last month, Storms won an important legal battle in January of 1992 against the Bay



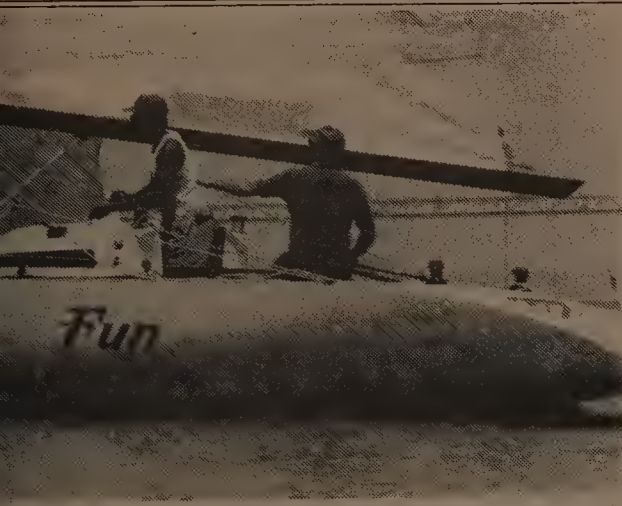
— cont'd

down a full 70% from the peak in 1988, America is in the cellar when it comes to competing in this area of the world market.

good fight

Conservation and Development Commission. In a rather transparent attempt to gain authority over all boaters, the BCDC has been telling everyone who will listen that boats are 'bay fill', and therefore should fall under BCDC jurisdiction. Storm's case was the first time the notion went to trial, and it went down in flames. (Excuse us while we gloat.)

continued middle of next sightings page



Funky, fat, fast and fun are a few of the adjectives that come to mind when you talk about the Quarter Pounders. The way their class rejuvenation is going, it appears that 'fashionable' might soon join the list, too.



ALL PHOTOS COSIMO MENDIS

fattest — cont'd

automobiles, many of these little 'muscle boats' can be had for a fraction of their original cost. One that reportedly sold last year for only \$1,000 actually won a YRA race recently. Of course, it did need a bit of work first. On the other end of the scale, some of the boats have emerged from oblivion to undergo beautiful, like-new refits, such as Jock McLean's *Fun* and Walt Logan's *Blue Chip*. Others, like Roger Peter's *War 2* have been kept up and kept active over the years in various handicap Bay and ocean classes.

"It's been good racing, close competition and gentlemanly conduct," says Quarter Ton Association spokesman Johnston Melbostad. "And there's more on the way!"

rilly big shew

If NCMA's 21st Annual Fall Boat Show — held for the third year now at Jack London Square — ever had a theme, it's long since disappeared in the jubilation over the demise of the Luxury Tax.

"The boat show is a perfect opportunity to shift momentum away from the negative aspects of boat ownership and back to the positive," exhorts one press release from the NCMA. For once, we have to agree with the hype.

A few snapshots of this year's September 11-19 show reveal more than \$25 million worth of nautica on display. The larger boats will be at the docks adjoining Jack London Square. Another 150 trailerable boats will be under the 'big top' in the main (north) parking lot. There will be free sail and powerboat rides offered, and a tidepool for the kiddicks. Centerpieces of the show this year are the 12-Meter *Defender* and the Maritime Museum's 1891 scow schooner *Alma*. *Defender* is the boat Tom Blackaller sailed in the 1983 America's Cup defender trials. (He lost to Conner's *Liberty*, which lost the Cup.) The heavily-built aluminum sloop has been beautifully restored.

There could hardly be a better counterpoint to the sleek *Defender* than *Alma*. The scows, or 'square-toed packets' as the iron men used to call them, were the seagoing trucks of their day, which is exactly what *Alma* looks like: a Peterbilt with sails. Both craft offer fascinating glimpses into the history of sailing and are well worth a close look.

From among the hundreds of booths at the show offering everything from fids to financing, we've pulled a few out of the hat. Be sure and check out:

* *Alameda Prop and Marine* — Any questions you have regarding putting power to the water, these guys (whose shop is in Alameda's Grand Marina) can answer. They also sell and service about every type of prop made.

* *Classic Marine* — This Richmond-based boatbuilder turns out some of the prettiest 'classic' dinghies and other small craft this side of Maine. We're so in lust with the Whitehall they make, we'd almost consider buying one and then finding a big boat to fit it! Nice folks, nice boats.

* *NorCal Yachts* — Based in Mariners Square, NorCal brings the new Moody 38 to the show. To tell you the truth, we haven't see the 38 up close and personal yet, but from the description and photos, it sounds as though Moody has finally gotten the center-cockpit, aft-cabin arrangement figured out the way it should be.

* *Tall Ship Travel, Ltd* — Come December, the Russian tallship *Pallada* returns to the Bay. And you or some you know could be aboard for the ride — or even the subsequent jaunt to Hawaii. Prices for the week-long Seattle to San Francisco trip run \$980; the 19-day Hawaiian adventure, \$2,280. For more information, stop by TST's booth — or call (415) 749-0346.

One of the largest full-riggers in the world, the 365-ft *Pallada* was built of steel built in Poland in 1989. Local sailors may remember the ship from its visit to the Bay in 1991 during the fall of the Soviet Union. In fact, San Francisco was the first American port in which *Pallada* flew the 'Russian tricolor' instead of the hammer and sickle. With the Russian economy still in dire straits, the ship now takes on 'sail trainees' to help support her ongoing voyages. (We'll have more on the *Pallada*'s visit, which includes a week of open house, in the November and December issues.)

Hours of the show are noon to 7 p.m. weekdays, 10 to 7 Saturdays and 10 to 6 Sundays. Admission is \$7 for adults, \$3 for kids under 12, and under 6, free. If you're planning on returning, consider an unlimited pass for \$10. Discount coupons are also available at most marine outlets.

SIGHTINGS

one step at a time

"Like sex after five years of foreplay" is how Brian Crow describes his first sail aboard *Rogue*, a 32-ft (LOD) woodie he and his wife have been restoring off and on for the past half decade. And we're talking *foreplay* — Brian had helped the former owner work on the boat for almost 10 years previous to that, and it had never once gone sailing.

Rogue was built of fir planks over oak frames in San Francisco in 1936. Brian doesn't know who designed the raised deck (no trunk cabin) cutter yet, "But we know this old bartender who sailed on it before World War II and the designer's name has been on the tip of his tongue a couple of times," he says.

Brian first saw the boat when a friend was soliciting elbow grease for a haulout in the late '70s. Then again in the early '80s, then the mid-'80s . . . "We did a lot of work on the boat but it never seemed any closer to being done," says Brian. "The friend finally lost interest in the project about six years ago, so I gave him \$2,000 for the boat," says Brian. "In retrospect, it was too much."

At that point in his life, restoring an old wooden boat was not high on Brian's list. He and then girlfriend Gayle Bruce were just trying to make ends meet and the boat sat anchored, and largely ignored, in the Napa River. As fate would have it, both Brian and Gayle had to move at the same time — and ended up living together aboard *Rogue*. While the notion is certainly romantic, the reality was "We had a bed, an old woodstove and a 2 by 10 for a floor," says Brian. "Our head was a can." Almost by necessity, they started fixing the boat up bit by bit.

By the time the couple moved the boat to Vallejo Marina — and themselves ashore — Gayle was a month away from giving birth to Joel, now 4. Between the baby, making a living and all life's other little diversions, *Rogue's* restoration continued to move forward, albeit slowly at times. Over the next few years, Brian and Gayle refastened the entire boat with galvanized screws (in place of the deteriorated iron nails), replaced 5 planks, 10 floors, sections of the bulwarks and keel, all the rigging — and the myriad other jobs necessary to bring an old woodie back to life. As well as helping with much of the 'dirty work', Gayle did all the canvas and leather work on the boat, including building new cushions.

Perhaps the aspect of the project Brian and Gayle are proudest of, however, is that 90% of the replacement wood put in the boat is 'recycled'.

"I had three problems with buying new wood," says Brian. "One, it's expensive; two, I didn't want to contribute to the depletion of any more forests; and three, I needed seasoned wood." Almost by accident, he came across just what he needed down the block from where he worked at the time, an East Bay marine chandlery.

"They were tearing down the old Berkeley Fire Department. It was built in, like, 1900 or something and there was some beautiful wood in the building. When I went over and asked the guys what they were going to do with it, they said they were going to throw it away! They were more than happy to let me take anything I wanted."

What Brian ended up with was a piece of primo Douglas Fir, measuring 3 by 14 inches thick and 38 feet long. The workmen cut it in two at the 22-foot mark and helped him load the boards aboard his ancient VW bus for a 'midnight run'.

"That was the last trip that bus ever made," Brian recalls. "I made it home, pulled into the driveway and the engine seized, never to run again." He parted it out and put the money into the boat.

Between that timber and some 12-foot-long, 80-year-old planks of Alaskan yellow cedar scrounged from an old pulp tank that was also being dismantled, Brian and Gayle were able to replace 90% of the wood that needed replacing on *Rogue*, as well as build some handsome new interior furniture.

The boat sailed for the first time in at least 15 years on July 4. Last month, Brian and his family moved aboard once again, this time in preparation for cruising. After anchoring off Sausalito for a month or two, they plan to head down to Morro Bay for the winter — Brian still has lots of friends down there from his commercial fishing days. From there, they'll explore the California Coast next summer. No long range plans are set, but "another old friend who's a Panama Canal pilot says he can get us through, even without an engine."

"We'll just take it one step at a time," he says.

good fight

That's the good news. The bad news is the BCDC has recently appealed the case and is taking Storms back to court.

As we mentioned in the August *Sightings* piece, Storms is just one guy, but in this case he's everyman. If the BCDC wins this one, we will *all* rue the day we ever let it happen. So it's really important to back Doug's case, even if all you can afford is a good word.

Doug reports that response to the August article was both positive and plentiful, and the September 11 fundraiser is shaping up to be a lot of fun. Several prizes have already

better blind than

In the past month, blind Bay Area sailor Hank Dekker has had to navigate through a sea of hazards on his way from the East Coast to England. Unfortunately, almost none of them were actually *at sea*.



Brian, Gayle and Joel aboard 'Rogue'.

— cont'd

been donated for a raffle, and a couple of local bands, 'Amazon Queen' and the Eric Johnson Band, will provide tunes.

It ought to be a kick, and it's for one of the best causes we can think of, so try to make it. (Sausalito's Dunphy Park is located at 300 Napa St., adjacent to the Sausalito Cruising Club) If you can't, but still want to show your support, any donations or words of encouragement will gladly be accepted at 300 Napa St., #34, Sausalito, CA 94965, or by calling Doug at (415) 331-7925.

short-sighted

Dekker departed Cape May as scheduled on July 29, bound for Plymouth, England, 3,450 miles hence. The 58-year-old single-hander was sailing *NFB Baltimore*, an Olson

continued middle of next sightings page

'93 mexico-only crew list

Can you say, 'quick?' We hope you can and we hope you are if you want to get in on this year's Mexico Only Crew List, whose forms you will find on the following two pages.

The forms were supposed to appear last month. However, we were kidnapped by aliens who claimed they were "going to show you earthling wimps some *real* sailing." Next thing we know, we're scooting along in this 800-mph methane storm on Venus and they're talking about putting up the *big* spinnaker . . . but that's all another story. The bottom line is, by the time we got back it was too late to include the Crew List forms in the August issue.

No, really, that's what happened.

The good news is, you still have time to complete and mail in the forms in time to be included in our October issue — but not a *lot* of time so don't delay. (Plenty of time for that in *mañanaland*.) We have to receive the completed forms no later than September 17.

If this is your first exposure to the Crew List — you *have* heard of Mexico, haven't you? — you're in for a treat. Back in the stone age of sailing, if you wanted to find a boat on which to crew — or if you were a skipper looking for crew — you had to arm yourself heavily, get several tattoos and frequent all the seedy dives where such lowlives hung out. An eyepatch helped, but if you had a real body part missing (ear, finger, leg, etc.), all the better. Knife fights were optional, but impressive.

And that was just if you were looking for *women* crew.

continued outside column of next sightings page



mexcrulist — cont'd

These days, life is kinder and gentler and the pen truly is mightier than the sword. All you need to do is take that pen in hand fill out our Crew List forms — our nominal fees and and a 29-cent stamp are certainly cheaper than

I WANT TO CREW IN MEXICO

NAME: _____

AGE: _____ SEX: _____

PHONE OR OTHER CONTACT: _____

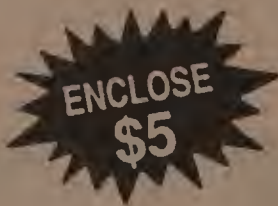
_____ 1. For the trip down.
 _____ 2. While in Mexico.
 _____ 3. Sea of Cortez Race Week (Baja Ha-Ha).
 _____ 4. Return trip up Baja.

MY EXPERIENCE IS:

_____ 1. Little or none.
 _____ 2. Bay.
 _____ 3. Ocean.
 _____ 4. Foreign cruising.

I CAN OFFER:

_____ 1. Few skills, I am a novice sailor.
 _____ 2. Skills of a normal hand: standing watch, reefing, changing sails.
 _____ 3. Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems.
 _____ 4. 'Local Knowledge': (a) have cruised Mexico before; (b) I speak passable Spanish.
 _____ 5. Companionship.



tattoos the last time we checked.

What we do when we get the forms is compile the names, phone numbers, skills and desires of each person into, in this case, the 1993 Mexico-Only Crew List (which delineates it from other Crew Lists we run earlier in the year). This List, divided into columns for 'Crew Looking for Boats' and 'Boats Looking for Crew' (with subsets of each for men, women and couples) is often hundreds of names long. When it appears in the October issue, people simply get on the phone and call the people whose qualifications best fit their needs. Over the last 10 or 12 years we've been doing it, the Crew Lists have put hundreds of boats and thousands of people together for some great and memorable cruises.

Although knife fights are pretty much out of the picture these days, we do have to tell you that there are certain risks inherent in sailing a small boat long distances with people you might have known only a short time. So for the record, the *Latitude 38* Crew List is an advertising supplement intended for informational purposes only. *Latitude 38* does not make or imply any guaranty, warranty or recommendation in regard to the character of the individuals who participate in the Crew List, or the condition of their boats or equipment. You must judge those things for yourself.

Now that the lawyers are happy, we'll hit the high points one more time, throw in a tip or two and let you have at it. Good luck and happy Listing!

1. **We must receive all Crew List forms by September 17.** That doesn't mean 'postmarked by' — it means 'in our sweaty, ink-smeared little mitts by'.

continued outside column of next sightings page

short-sighted

30 which wore the name of the major sponsor for the project, the National Federation for the Blind. Completion of the voyage would make him the first blind man to sail the Atlantic alone — a 'record' he already owned for the California to Hawaii passage. More importantly, it would motivate 'physically challenged' people of every ilk to strive for their goals, as well.

Two days and a scant 120 miles into the voyage, the boat was struck by lightning. Or at least that's what everybody now thinks happened. Hank's blind, remember, so although he heard thunder during some rainy weather he passed through, he never saw any bolt. But the toasted electronics, vaporized lightbulbs and melted wiring throughout the boat are pretty good indicators that *something* major happened.

Anyway, all Hank knew was that all of a sudden he had no radio, no navigation — no nothing. So he turned back, with hopes of getting the problem repaired and getting on his way again.

As he approached the shipping lanes, Dekker became concerned. Not only could he not see, but electronically, he was deaf, dumb and blind. He made the decision to activate the ARGOS emergency beacon (which carries its own power source). Within an hour, the Coast Guard had arrived.

A couple of young seamen boarded the boat, only to discover that there was water below. Once that problem was taken care of, the next scenario was pure Dekker. Hank didn't want to be towed in, he wanted the boat to sail back to port, so for the next 24 hours or so, he taught the two 20-year-old Coasties to sail! Food and coffee were ferried over at mealtimes by the cutter's inflatable, while the cutter itself followed at a distance. Eventually, the wind died and *NFB* did end up getting towed in to the 'nearest safe port', which in this case was Atlantic City.

Hank and his support team started fixing things immediately, while sponsors such as Furuno sent new electronics (in Furuno's case, a GPS) to replace the zorched ones. The leak was found to be in the strut

anchors

We may not know everything there is to know about boats, but we have been around long enough to know that there really are no 'simple' tasks aboard them. We don't know why it is, but anything you can do in 10 seconds on land invariably takes about half a day on a boat.

This is worth remembering the next time a friend asks for your help with some innocent-sounding task — like putting a new anchor and chain aboard, for example. We

— cont'd

attachment (the boat carries an inboard diesel), which also bore indications typical of a lightning strike. Those who know such things theorize that the lightning bolt might have exited the boat there, weakening the strut's attachment point.

Once the strut was repaired and the leak patched, the boat went back in the water. Electronics were put aboard as they arrived, and Hank set a new departure date of August 20. On Monday the 16th, he and project manager Carl Himmelman returned from an errand and the boat was — gone!

Here's where the story starts getting weird. The National Federation for the Blind had taken the boat to another location and stripped it of almost every piece of gear. They even took Hank's clothes and other personal items. Then they loaded it on a trailer and trucked it back to Baltimore, issuing a press release to the effect that the trip had been called off — all without word one to Dekker!

By this time, Hank had made friends with a PR guy for nearby Trump Castle. Turns out he was *the* PR guy for Trump Castle. He immediately arranged free room and board for Hank, and put Dekker's team in contact with an admiralty lawyer. The lawyer succeeded in getting the boat back — completely stripped — and at this writing, it is moored in front of the multimillion dollar casino. Hank even got to meet The Donald himself.

Dekker's legal battle — if it comes to that — is far from over. He's scheduled to go back to court September 3, when among other things he will try to get the boat's gear back. (Almost all gear was donated and doesn't belong to the NFB). Ever the optimist, Hank hopes it won't 'come to that,' and that somehow he and the NFB can patch up their relationship.

Whatever the outcome now, delays have closed the weather window for a safe Atlantic crossing for this year. The earliest Hank can plan a new departure is next May, and The Donald has said he would like it to be from Trump Castle. Whether the NFB will 'be aboard' remains, ahem, to be seen.

aweigh . . .

saw this exact scenario play out last month over in Oakland, where two guys attached a 45-pound CQR to a length of new chain laid out on the dock, and prepared to haul it aboard a beautiful, brand new 37-foot cutter.

They decided the best way to accomplish the task was to toss the anchor and chain into the water and have the electric windlass do the grunt work. Everything went okay

continued middle of next sightings page

mexcrulist — cont'd

2. All forms must be accompanied by the appropriate fee. For crew looking for boats, that's \$5. For skippers looking for crew, \$1. (We figure the latter have spent enough on getting the boat ready to go, so we give them a break.)

3. One form per person, please — unless you want to be listed as a couple. If you need more, make copies or simply write down the information on a blank sheet and send that in.

4. Women may use first names only. It used to be that women were bad luck on boats. These days, everybody wants at least a few of them aboard. (Never let it be said that affirmative action isn't alive and well in the sailing community.) The thing is, some cruisers of the male persuasion have a somewhat skewed perception of what 'duties' a woman should have to perform aboard. We're talking about sex, of course, but some of the bastards even want them to cook! For the purposes of *this* Crew List, we have always stressed *sailing only*. If nature takes its course and one thing leads to another — several marriages have resulted from Crew List cruises — so much the better. Just don't force the issue. So anyway, it's okay for women to use first names only, and to use a P.O. Box, fax number, answering service or some contact *other* than a home phone.

I NEED CREW FOR MEXICO

NAME: _____

AGE: _____ SEX: _____

PHONE OR OTHER CONTACT: _____

BOAT TYPE/SIZE _____

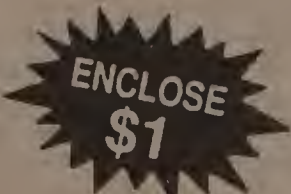
____ 1. For the trip down.
 ____ 2. While in Mexico.
 ____ 3. Sea of Cortez Race Week (Baja Ha Ha)
 ____ 4. Return trip up Baja.

MY EXPERIENCE IS:

____ 1. Bay.
 ____ 2. Ocean.
 ____ 3. Foreign cruising.

I AM LOOKING FOR:

____ 1. Enthusiasm — experience is not important.
 ____ 2. Moderately experienced sailor to share normal crew responsibilities.
 ____ 3. Experienced cruiser who can (a) share navigation and/or mechanical skills, (b) who can show me the ropes.
 ____ 4. 'Local knowledge', someone who (a) has cruised Mexico before; (b) speaks passable Spanish.
 ____ 5. Companionship: (a) Female; (b) Male; (c) either.
 ____ 6. Someone to help me bring boat back up the coast.
 ____ 7. Someone to help me trailer a boat up/down the coast.



**ENCLOSE
\$1**

5. A special bonus of Latitude's Crew List is our world-renowned Crew List party. We've sheduled this year's party early enough in the month that it won't conflict with the big cruiser rallies in Southern California. (See the *Mexico Preview* article in this issue for more on those.) An extra-special bonus

continued outside column of next sightings page

mexcrulist — cont'd

is the location. This year's 1993 Mexico-Only Crew List party will be held on Tuesday, October 5, at the new and improved Golden Gate YC, located in the San Francisco Marina. Come and check out the new facilities and great view from 6 to 9 p.m., rub shoulders with fellow southbounders and maybe even make those final commitments to crew or skippers. It's also a great 'neutral ground' to arrange a first meeting between a new crew and skipper who might have only talked over the phone. As usual, we'll provide some munchies and raffle off a few T-shirts, and the club will provide the no-host bar.

There will be limited dock space available for sail-ins. For more information on berthing, call GGYC at (415) 346-2628. For any other information, take your chances with our phonemail system at (415) 383-8200.

The Mexico-Only Crew List Party is open to everyone, and yachts in transit from the frozen north (which we consider anything north of Novato) are especially welcome. Admission is \$5 at the door — exact change, please — for everyone not on the Crew List. If your name does appear in next month's issue, you get in free.

So get on the stick! We'll see you there!

the farallon patrol

Like a miniature Hawaiian archipelago, the Farallon Islands lie just 30 miles WSW of the Golden Gate. Unlike Hawaii, they are little more than barren mountain tops thrust up from the seafloor by plate tectonics. Southeast Farallon, at about a half-mile in diameter, is the largest island in the 10-mile long chain. It also sports the highest peak, which stands 350 feet above sea level.

The Farallones joined the federal wildlife sanctuary program in 1981. The sanctuary is under the control of the U.S. Fish and Wildlife Service, and is managed by the Point Reyes Bird Observatory (PRBO), which is headquartered at Stinson Beach. Some 300,000 birds and 7,000 seals and sea lions call the Farallones home at various times through the year. The human inhabitants number just six: two wildlife biologists and four volunteers who live on Southeast Farallon. To protect the wildlife, federal law prohibits the general public from coming closer than 1,000 yards from the island, and only a few visitors a year are authorized to land.

In the old days, the lighthouse at the Farallones was one of the loneliest outposts in that lonely profession. When it was automated, the Coast Guard no longer needed to ferry supplies out on a regular basis. Except for emergencies, they now only visit the island occasionally to service the light.

So, beginning in 1972, transportation and supplies to and from the Farallones has been provided exclusively, and quietly, by a little-known group of volunteer boat owners called The Farallon Patrol. Charlie Merrill and Emmett Rixford were among the founders back then, all of whom responded to the various wildlife agencies' requests (through the Oceanic Society) for volunteers.

Two-thirds of the 30 to 35 boats in the Patrol are sailboats. All boats are over 30 feet and most come in between 40 and 50 feet. Originally doing weekly runs, the Patrol sailors now go out every two weeks under the coordination of PRBO. Since its inception, the Patrol has logged hundreds of trips, some in pretty heavy weather, and some with pretty unusual cargos. On one occasion they even transported a recuperated albatross to the island for release back into the wild. Members of the Patrol have also helped to raise funds for the Wildlife Service, which depends heavily on contributions.

When I found out late last year that my friend Bill Fraser was a member of The Farallones Patrol, I called and asked to go along on one of his trips. Fortunately, his Tartan 37 Rouser was scheduled for a run a few weeks later, and I got the invite.

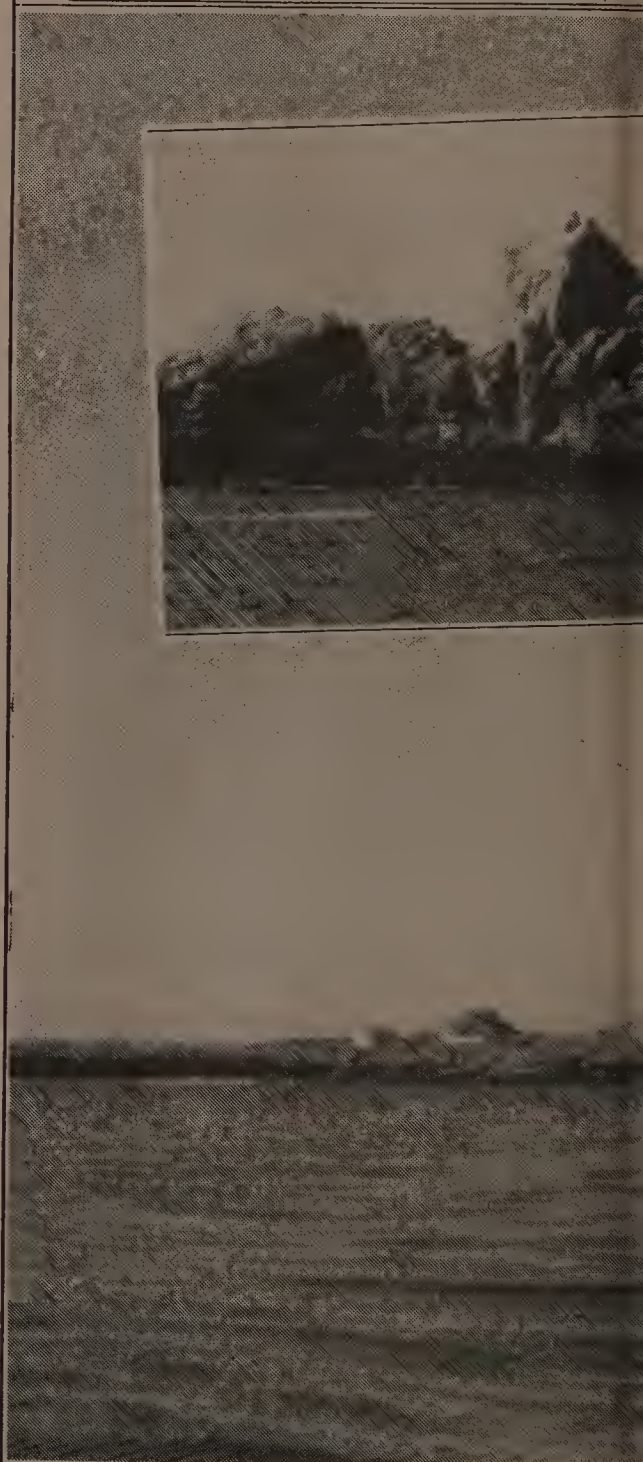
Elizabeth McLaren is the supervising biologist on the Farallones. Although we had been listening to weather reports all morning on our scheduled day of departure — 30 to 35 knots, with gusts to 45 — she had the final word on whether the trip was a go or no-go. At 7 a.m., her voice came through clear and crisp on the VHF radio. She had just been down to the landing area. High

continued outside column of next sightings page

anchors

until the chain got a little tension in it, whereupon the windlass let go and all the chain ran out. Someone had forgotten to tighten the clutch. With that screwed in, haulup began again, only to have the same thing happen at the same point in the chain. It was decided hand-tightening wasn't good enough; that they needed the windlass' special lever to really honk it down good. It took the owner about 15 minutes of rummaging below to find that.

Finally, with the clutch tight, the windlass was engaged a third time. This time the anchor got almost all the way up when the windlass went under heavy load, the bow of the boat pulled down a few inches and this ... thing ... broke the surface. The anchor



— cont'd

had snagged some underwater junk roughly the size and consistency of a dead Humpback whale. Once that was undone about 20 minutes later, the anchor finally made it up, only to have the new shackle jam solid in the roller. Oops, forgot to measure the bow roller (which appeared to be designed for slightly smaller ground tackle) for that new, larger shackle.

Okay, no problem. The tension was released and the guy on the dock wrestled with the anchor until it came free. He then turned the anchor and held it so that the shackle might go through the bow roller easier. He gave a thumbs up, the owner hit the windlass button, the anchor jumped —

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farallon patrol — cont'd

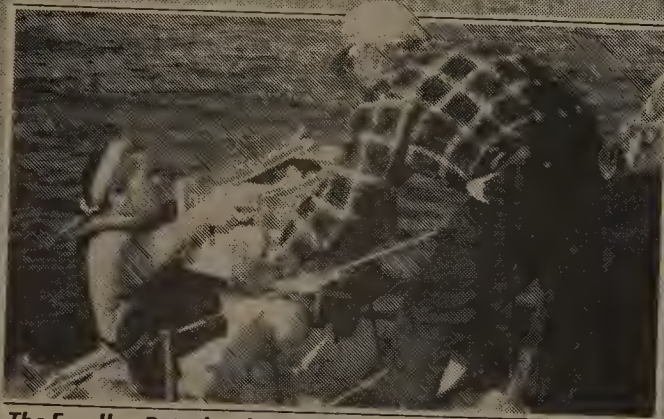
winds and large waves made landing on the island too difficult for that day, she said with disappointment. Bill told her we'd try again tomorrow. The small group of PRBO supporters that we were to transport to the island for a tour also left disappointed; they couldn't go the next day.

The next morning, at 7 a.m. sharp, Elizabeth reported calm conditions at the landing area, and we were soon on our way. In addition to myself, Bill's crew for the day consisted of Bob Sleeth and Steve Sapp. In contrast to the previous day, conditions were so calm that we motorsailed most of the way.

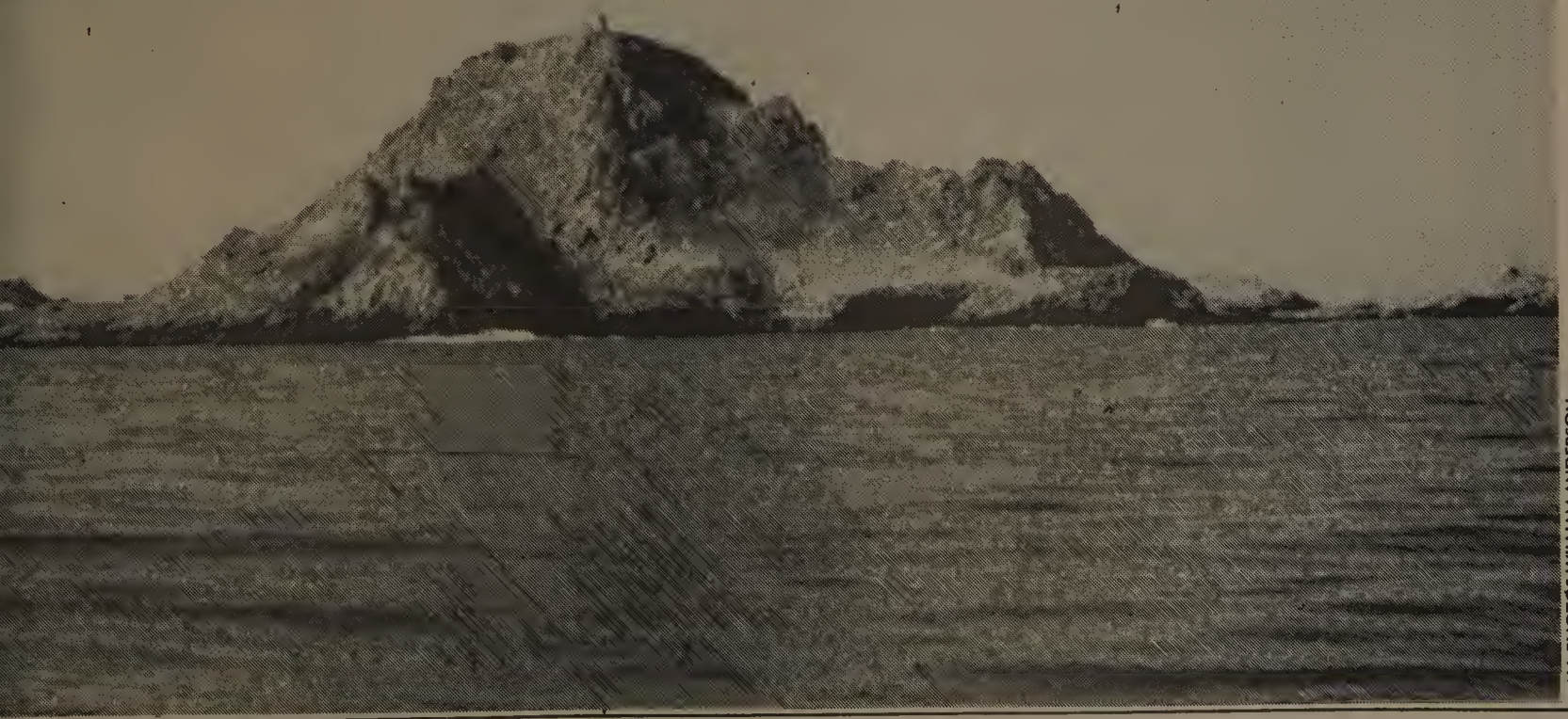
As we drew within a few miles of our destination, I discovered the island has a face — literally. Shaped by aeons of wind and water erosion, in profile the island is almost a dead ringer for an enormous Easter Island *moai* lying on its back, staring into the heavens. As we got closer, we began to see some of the island's multitude of birds patrolling the craggy slopes. The top of every hill, ridge, rock and slope were whitewashed with guano, whose pungent odor assailed us as soon as we motored into the island's lee.

There is no dock on the Farallones. People and cargo are brought ashore

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The Farallon Patrol makes a delivery. Above, Bob Sleeth hands a box of supplies to Elizabeth McLaren. Left, the 'landing facilities' on The Rockpile are sparse to say the least. Spread, Southeast Farallon, the island with a face.



ALL PHOTOS WILLIAM ANDERSON

farallon patrol — cont'd

by a large steel crane, which is located on a cliff above the small rocky cove, itself little more than a cavity in the rock. About 100 yards offshore, an attractive young woman in a Boston Whaler was waiting for us near a large steel Coast Guard mooring ball. She was Elizabeth McLaren, the voice on the radio and supervisor of the island. As we reached her, she handed up the mooring line to Steve. After greeting us and commenting on our fast trip out, she pulled the Whaler alongside *Rouser* and we began the process of moving our cargo ashore.

First, Elizabeth buzzed back to the island where the crane operator lowered a big plywood box about 40 feet down to the Whaler. Once it was positioned in the boat, Elizabeth released the cargo hook and returned to us. Forming a human chain, Bill, Steve, Bob and I passed a dozen or so boxes of supplies — mostly fresh food — up from down below and over the side to Elizabeth. When the plywood box was full, she drove back in, caught the swaying cargo hook and the box was soon sitting on the crane's cargo platform safe and sound. After two trips, the transfer was complete.

Returning to *Rouser* the last time, Elizabeth handed Bill a sealed plastic bag of letters from the people stationed on the island and asked him to mail them upon our return to civilization. She then thanked us profusely and wished us a good trip back. We last saw her in the Whaler as the crane hoisted it out of

continued outside column of next sightings page

anchors

and whacked the helper right in the knee. He flailed around, cussing and swearing, for a few minutes, then sat down and watched his knee swell up.

After half an hour or so, he hobbled back into position, held the anchor in the proper attitude, the owner hit the button, and the anchor went up. This time the shackle cleared the bow roller, which allowed the tip of the plow to slide straight into the gelcoat, taking out a nickle-size chunk. Having grown several years older and wiser in the space of the last hour, the helper on the dock didn't

what's good

A couple of years ago, I was crew on the 45-ft steel yawl *Lykken* on a trip from Cairns down to and around the Whitsunday Islands in Australia. Also aboard were four other



— cont'd

mention this to the owner.

The anchor continued up until the bottom of the shank jammed in the roller, leaving the plow hanging out in midair and the shank cocked at a 45° angle over the deck. Seems the bow roller was too small for the new anchor, too.

After surveying the situation for a few minutes, the helper limped on board, forced the shank into a horizontal position and lashed it down.

"That's cool," we heard the owner say.

Mission accomplished.

for the goose

women crew, our male skipper, Russell Burstow and his year-old goose, Vasco Pyjamas.

Vasco and the skipper were liveaboards

continued middle of next sightings page



LATITUDE/RICHARD

farallon patrol — cont'd

the water and onto the cargo platform.

Our motorsail back was uneventful and almost windless, though still enjoyable. The sun was warm; the air cool. The sandwiches and soda tasted delicious. On the way, Bob Sleeth enriched the conversation with tales of cruising in the South Pacific.

As we approached the mainland, the sun slipped below the clouds, casting a melancholy light on the Golden Gate Bridge. Beyond, the City sparkled white and golden in the growing dusk. Behind us, on a horizon of gold, the red sun sank behind the Farallones.

— william anderson

go figure

Figureheads are darn near as old as sailing. They're originally thought to have been religious or superstitious in nature — some proprietary emblem to claim the protection of a sea deity, or the early belief that the ship needed 'eyes' to find her way across the waters.

Early figureheads, which often formed most of the bow, showed definite trends. The Egyptians favored holy birds. The Phoenicians used horse heads to symbolize vision and swiftness. Greek ships usually had boars' heads for quick sight and ferociousness, and the Romans liked centurions for their prime fighting qualities. Farther north, the Vikings had dubs on the now-familiar serpents for their longships. When ships started sprouting bowsprits in the 15th and 16th centuries, the figureheads moved to the prow just beneath.

In Europe and later America, figureheads ran the gamut from the popular lions to exotic abstracts such as King Edgar on horseback trampling seven other kings, Neptune driving a pair of seahorses, and even one French ship that sported a carved guillotine as a figurehead. Figureheads depicting the name of the ship were also big — saints on Spanish ships; kings, dukes and other royalty on English; and figures representing fame, glory, victory and the like on many French ships. Company ships, such as the various East India companies, all used lions.

Women came into overwhelming favor as figureheads about the time of the Clipper ships in the mid-1800s. And soon thereafter, they began losing their tops. Why? Although women were generally considered to be unlucky aboard ship, a *naked* woman was supposed to calm a storm at sea. (What a line! Try that one next time you go sailing with Ms. Liberated '90s.)

Although the advent of steam spelled the decline of figureheads on commercial shipping, old traditions die hard. As you can see from this photo of *Intensive Care*, an Islander 37, it's still the natural inclination for some women to run to the pointy end and strike a pose. We have no doubt that if *Intensive Care* had encountered a sudden storm on this quiet day, the woman on the bow need only have shed her top for calm to prevail.

coast watch

So you liked it! Good call, so did we. As a result of your positive response to *Coast Watch* — a short, monthly synopsis of Coast Guard search and rescue activities — we'll be running it as a regular feature. Until we can find a better place, it will float here in *Sightings* each month. Each entry will summarize SAR activities that involve sailboats, are of interest to a general boating audience, or are simply too unusual not to note. These will be timely — a month's worth of activity from, in this case, the middle of July through the middle of August.

July 22 — Two boardsailors were reported in distress and drifting out with the tide west of the Golden Gate. A helicopter and Coast Guard launch were dispatched, with the small boat effecting rescue.

July 24 — The Department of Forestry requested Coast Guard assistance for a vehicle over the cliff at Todds Point (Humboldt Bay). A Coast Guard helicopter located the pickup truck sitting upright in 12 feet of water, but was unable to find any people. A sheriff's department dive team eventually found the driver, age 18, in the pickup. Investigation revealed the driver had recently

continued outside column of next sightings page

coast watch — cont'd

enlisted in the Army and had had second thoughts. A suicide note was allegedly also found.

— Closer to home, a San Francisco-based CG helicopter had one busy Saturday. The HH-60 was on display at an aviation fair in Vacaville when the call came in that an adult and two children were aboard a boat taking on water off Pillar Point. The helo responded, augmented by a motor lifeboat from Station Golden Gate. They arrived on scene to find that a good samaritan had stopped and rendered assistance. Once the helo crew confirmed by radio that the situation was under control, they headed back to the fair, only to receive a call enroute that a Boston Whaler had been reported disabled in the vicinity of Point San Pedro. This vessel was located safely in tow. From there, the helo was diverted, along with another motor lifeboat, to Richardson Bay, where a person was reported in the water. The helicopter made one pass, finding no one, and was about to search a second time when they received word (pant, pant) that there was a disabled boat off Point Bonita. This vessel was also found to be safely under tow. The helicopter then returned to Richardson Bay for a second search — also negative — for the alleged person in the water. About the time this search was called off (several sources had indicated there was no distress), the helo received another emergency call: a second vessel had overturned off Point Bonita. The helicopter located the capsized vessel, and a little ways away, its occupants. The people were all safely picked up by a passing vessel, and the cutter *Point Brower* towed the vessel in to Horseshoe Cove. Whew!

July 26 — The Coast Guard was one of the responding agencies to the sulfuric acid cloud, which leaked from a railroad car and permeated land and water around Richmond this Monday, sending some 3,700 people to seek medical aid. Among other things, the toxic cloud hindered vessel traffic in the Carquinez Strait, which had to be closed for 1½ hours.

July 28 — Two 'first alert' hits from a 406 EPIRB indicated vessel in distress either off Santa Barbara — or approximately 1,000 miles west of San Francisco. (Three or more hits are required for a positive fix.) A helicopter from Air Station Los Angeles responded to the first location, and with the Santa Barbara Harbor Patrol, conducted searches of the first area with negative results. Meanwhile a long-range C-130 already flying patrol was briefed and prepared to divert for a search of the second location. About 30 minutes after the first signal, the 34-ft fishing boat *Florentina Marie* pulled alongside the Coast Guard cutter *Point Camden* in Santa Barbara and asked for help in securing their 406 EPIRB. The owner of the vessel had taken the unit out of its bracket to replace the battery and was unable to resecure it because of a corroded switch. Coast Guard personnel helped him resecure the device and no further EPIRB alerts were received.

July 29 — The fishing boat *Lenny B* was operating off Cedros Island, Mexico, when a towing cable parted and struck a crewman in the head. A helicopter and C-130 participated in the medevac to UC San Diego Medical Center.

Farther north, the fishing vessel *Alliott Brothers* sank in 65 feet of water off Moss Landing. All six crew were rescued by the fishing boat *Donny Joe*. Owner of the sunken boat told Coast Guard there was about 1,000 gallons of diesel aboard, and that he intended to raise the vessel. Coast Guard personnel on scene reported a 'light sheen' on the surface, and divers were deployed to plug fuel tank vents and any other places from which fuel was leaking.

July 30 — Group Long Beach received a call from the sailboat *Far Out*, about 3 miles off Ventura, that a 72-year-old man aboard had suffered an apparent heart attack. A Channel Islands-based 41-footer responded, while the radioman at Long Beach talked the one other person aboard *Far Out* through CPR procedures. The man was transferred to the Coast Guard vessel, where CPR continued. Paramedics also continued to work on the man, but he was pronounced dead on arrival at a local (Ventura) hospital.

Also on the 30th, the Coast Guard received word that a boardsailor was in trouble off Greyhound Rock, north of Santa Cruz. By the time a helicopter arrived, two boardsailors had been pulled from the water by Forestry and Park Ranger boats, although one still required medevac. He was transferred by the helicopter to a local hospital suffering from back injuries.

continued outside column of next sightings page

good for the

in the Brisbane Harbor, so he was used to his duties as a watch goose and nested on the transom at night. Cruising life required



confinement in a section of the port deck, as you can't potty-train a goose. It also required sharing his beloved 'mate' with five women.

The confinement, he could take. The women — no way. Vasco never missed an opportunity to charge us, bite us, or sneak up behind when we were snorkeling and cut off our air supply by jamming his beak in the snorkel. He also honked at all hours of the night and continuously from 4 a.m. Whenever the boat heeled more than a few degrees, he would go berserk, scattering us out of the cockpit with his attacks. For the skipper, however, he would coo, nuzzle and spread his wings for belly scratches.

Dinghy trips ashore were planned around Vasco's siestas. While he slept on the port side, for example, we'd noiselessly (we thought) embark from starboard. The furthest we ever got was about 10 feet before he'd scramble overboard, paddling furiously and honking his displeasure at the attempted

sins of

If you're all hyped up this month to read the conclusion of John Skoriak's excellent series on *Do It Yourself Refit*, we have some bad news. You're not going to find it in this issue.

One of the stranger aspects of publishing is that you never think you have enough to fill an issue until you have it — and then you have too much. This sounds completely stupid, but anyone who has ever worked in publishing knows it is true — and that no amount of pre-planning can prevent it. Ever. We've tried.

So anyway, Part II of *Do It Yourself* was

goose — cont'd

abandonment. Once ashore, he followed the skipper like a puppy. Reboarding was a bit more tricky, as the person unlucky enough to



EVELYN SCHAEFER

be the last one in the dinghy (usually me) would have to choose a moment when Vasco was a bit off guard and grab him by the neck to lift him aboard.

His greatest and nearly final stunt came when we were underway in moderately rough conditions — and Vasco jumped overboard. The skipper dove in for the rescue but could only persuade Vasco to come close enough for the grab after performing several minutes of energetic butterfly strokes, an apparent goose turn-on.

This trip was certainly a memorable one. I encourage everyone to cruise the incredible Northeastern Australian coast and keep a lookout for the infamous Vasco Pyjamas.

— evelyn schaefer

This story is one of several we've received in response to our request for birds-on-boats anecdotes. If you have an unusual one, send it our way — Ed.

ommission

definitely planned for this issue — the only logical place for it since Part I ran in August. But then the Big Boat Series Review started gaining weight, and it *had* to run. The dope smuggling thing mushroomed beyond expectations, and it, too, had time value. And so on. Almost before we knew what was happening, it was axe time. Since we needed lots of pages, and *Do It Yourself* had 'em, well . . .

We apologize to John and to the many readers who wrote in complementing Part I of *Do It Yourself Refit*. We promise that Part II will run next month. Maybe.

coast watch — cont'd

July 31 — This was another busy Saturday for the Coasties. First, station Rio Vista received word that a 49-year-old man had dived into the water to retrieve something and never surfaced. An extensive search with boats and divers failed to yield results. Then, farther up the Delta in Turner Cut on the Sacramento River, two speedboats (18 and 19 feet) collided, killing one person and severely injuring another. Although without a pulse for 5 to 7 minutes, the injured person regained a heartbeat when CPR was started. That person (age or gender not specified) was medevac'ed out, only to be pronounced DOA at a local hospital. A third person had only minor injuries. The two people in the second boat were uninjured, but the driver 'blew a .11' in a breathalyzer test. He was taken into custody by local sheriffs.

Meanwhile, down in the main Bay, the Coasties picked up a 406 EPIRB signal originating in the Bay. The originating vessel was located off Pier 28 (within 200 yards of the EPIRB 'hit') in no distress. A crewman had bumped into the EPIRB, activating it. Outside the Golden Gate, the TransPac yachts *Bombay Blaster* and *Patriot* both reported spotting a red flare about 750 miles west of San Francisco. A C-130 searched the area but didn't find anything.

Farther south, a San Diego-based helicopter medevac'ed a 57-year-old man off a charter fishing boat near the Coronado Islands. The man was suffering from severe pains in his leg, apparently from arterial replacement surgery earlier in the year. Group San Diego also received radio transmissions from the sailing vessel *Tonka*, which had gone aground at Todos Santos. The three people aboard were okay, reporting they were able to walk ashore. The next day, the Coast Guard put them on a communications schedule, and they later arranged commercial assistance to get the boat back to the water.

Finally, group Humboldt Bay received a Mayday call on channel 16 by a vessel identifying itself as the fishing vessel *Screech*. The vessel never gave a position and did not respond to hails from the group. Later, the same 'vessel' transmitted another Mayday, this time with audible laughter and profanity directed at the Coast Guard in the background. The case was evaluated as a suspected hoax and closed.

August 3 — Coast Guard Monterey was contacted by the motor vessel *Baloney II* after the divers aboard located one of their group unconscious in 60 feet of water. By the time the cutter *Point Heyer* arrived on scene and dispatched EMT's in their rigid-hull inflatable, the 19-year-old had been brought aboard *Baloney II* with a bloody nose and in full cardiac arrest. The Coast Guard EMTs commenced CPR and after two to three minutes, the victim started breathing on his own. The patient was transported to Sierra Vista Hospital and then, after a Lifeflight helicopter was unable to respond, a Coast Guard helicopter transported him to Northridge Dive Chamber in stable condition.

August 5 — A Coast Guard cutter and helicopter aided several civilian organizations in the search for a surfer reported missing off Hazard Canyon, near Morro Bay. After someone noticed that his van was missing from the beach parking lot, the surfer was located — safe at home.

August 8 — A vessel was reported on fire 8 miles off Catalina, but it turned out to be an optical illusion — the boat was in line with an oil platform burnoff. Case closed.

short sightings

U.S. WATERS — The Coast Guard is finally cracking down on the requirement that all vessels over 26 feet display a 'MARPOL' placard that explains marine disposal rules. In 1991 the Coasties assessed 12 penalties for a total of \$39,400 in fines. In 1992, there were 47 penalties for \$299,050. In 1993, there have been a couple of major fines. The cruise ship *Regal Princess*, for instance, was slapped with a \$500,000 fine, and the fish-processing vessel *Michelle Irene* was nailed for \$150,000.

The Coast Guard levies higher fines in cases of deliberate dumping. In this case, 'deliberate' means there is a MARPOL placard in galley, but plastic trash gets tossed over the side anyway.

If you've always had the urge to be a bounty hunter, you may have found

continued outside column of next sightings page

shorts — cont'd

your calling. According to the *Washington Post*, the person who videotaped the dumping from the *Regal Princess* — which led to the half-a-mil fine — received 50% of the take. The heck with *America's Funniest Home Videos*, we're talking real loot. If you film somebody deliberately dumping plastics into the sea, call 1-800-424-8802.

MONTEREY BAY — Speaking of videos, forget that Time-Life series. You want 'The Trials of Life', just go sailing or whalewatching out of Monterey sometime. Earlier this year, a few whalewatchers actually became physically ill after witnessing killer whale attacks on migrating gray whales. Then in July, a 45-foot Humpback washed ashore near Davenport, its body ravaged by shark bites. Marine biologists were able to determine that the whale had apparently died of natural causes, and then became lunch. They were also able to determine that the biggest mouthfuls were taken by great whites in the 14 to 16 foot range. The sharks exerted so much jaw pressure they actually broke some of the whale's bones. Wonderful. New sightings of blue sharks and rare thresher sharks have also been reported in Monterey Bay. On the tamer side, biologists are excited about the return of leatherback turtles, which can weigh up to half a ton. "I've never seen them as thick as they are now, and I've been on the water for 20 years," said one researcher.

FORT BRAGG — And while we're on the subject of sharks, the day before Friday the 13th turned out to be a lucky one for David Miles of Eureka — although for a few moments there it didn't seem like it. The 38-year-old was free diving for abalone in 30 feet of water four miles south of Fort Bragg when he was half swallowed — no *National Inquirer* joke — by a great white shark. Miles was then spit out (something sharks commonly do after biting humans) and managed to swim 100 yards to shore. Despite being in critical condition for several days with wounds to his face, chest and back, he's since recovered.

Perhaps emboldened by a relative to the north, just six days later a great white rammed *Seabiscuit*, a charter fishing boat that was returning from an outing to Santa Cruz Island. This shark, said to be — ahem — 22 feet long, circled the boat once before ramming it three times. None of the passengers were injured.

MEXICO — Earlier this year a tanker leaked 4,000 tons of sulfuric acid onto Mexican beaches at Lazaro Cardenas, a major industrial city between Manzanillo and Z-town. Because sulfuric acid is water soluble and dissolves almost immediately, it wasn't a major disaster. But the bizarre thing is that the Mexican government claims the leak never happened, yet they are still keeping some fishermen — who tried to blockade the tanker in protest — incarcerated.

PETALUMA RIVER — A 78-year-old woman passenger fell overboard from the riverboat replica *Petaluma Queen* and died near Gilardi's Landing during a recent cruise. It was speculated that the Santa Rosa resident might have been looking for a toilet when she opened a door that led overboard. The door had been closed and dead-bolted until recently, when the Coast Guard insisted the dead-bolt be removed so the door could be used as an exit. We're all aware, aren't we, that even the best intentions can lead to mishaps — and wrongful death suits?

A 16-year-old crewmember of the *Petaluma Queen* jumped in after the woman, but his efforts to save her were to no avail.

LONG BEACH — The 11th Coast Guard District's weekly Local Notice to Mariners (LNM) is now available on an electronic bulletin board service. To access it, call (703) 313-5910 (Alexandria, VA) on your modem, and when the system asks for a user ID number, type in 'new' and it will assign you one. You can get all the information available in the printed copy, except graphics. A 'complete' electronic LNM is in the works.

The LNM, for those of you who are new to the game, is a weekly bulletin containing up-to-date information about construction, dredging, aids to navigation changes and other stuff that's nice to know if you're sailing anywhere along the coast of California. To obtain free printed copies of the LNM, write: Commander, Eleventh Coast Guard District (oan), 501 W. Ocean

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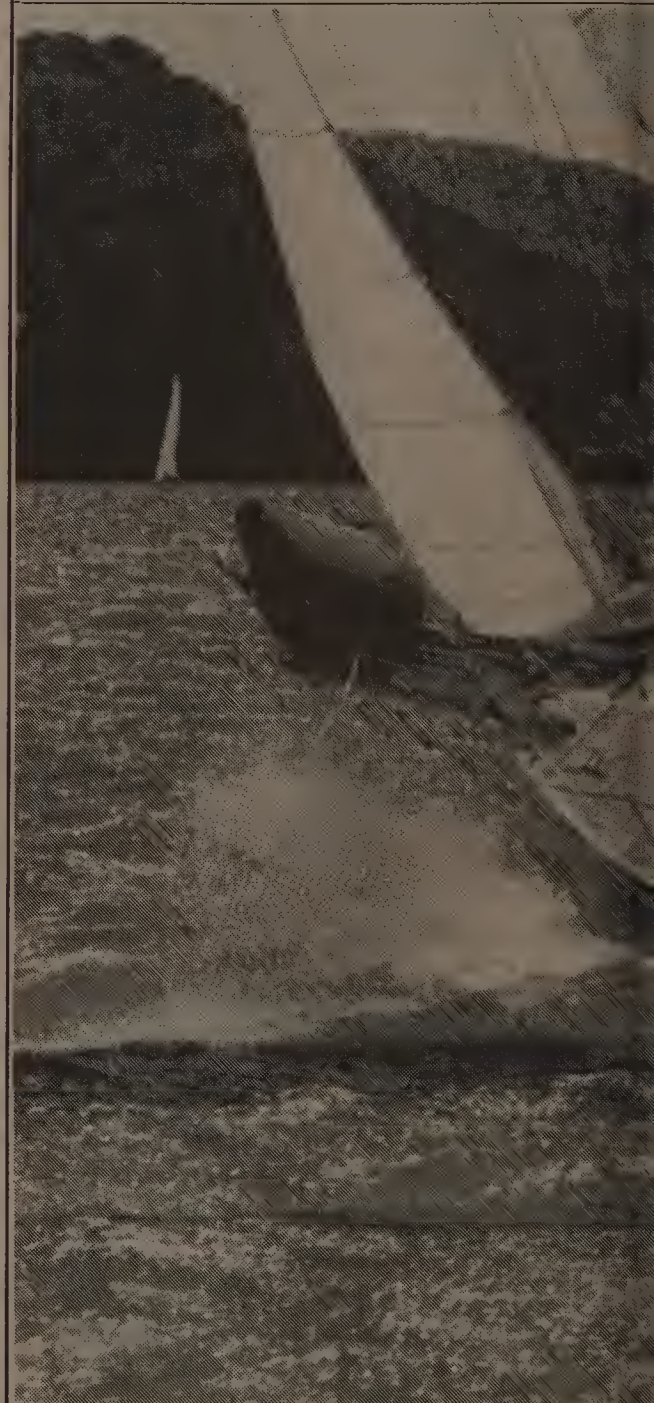
looking

The photo below is one of ones that sparked the idea of a monthly 'looking good' photo in *Sightings*. The philosophy behind the concept was simple: a boat on the Bay being sailed well — no friends, no advertisers, no race boats, no Caribbean stuff, no bare breasts . . . just a boat on the Bay being sailed well. Period.

But until 'looking good' came along, photos like this rarely saw the light of day. They were just 'nice' photos that as often as not were filed and forgotten.

But not this one. When we decided to try out the 'looking good' feature a couple of years ago, this photo immediately came to mind. But though we poured through the archives several times looking for it, do you think we could find it? Noooooooo.

Then, last month, when we were looking



good

for something completely different (which we also never found), the book just sort of fell open and there it was — the handsome ketch (a Fuji 45?) beating her way smartly up Raccoon Strait in the spring of 1985. We printed it immediately.

Now it just so happens that we were out and about a fair bit in the month of August, and we got a lot of great shots (check out those International Canoes in *Race Sheet!*). But, strangely, none really qualified as 'looking good' shots. It doesn't mean there weren't a lot of you out there looking hot. It just means you didn't cross right in front of our noses.

And so, to make a long story short, our lovely ketch finally sees the light of day — which, somehow, we knew she would all along.

shorts — cont'd

Blvd., Long Beach, CA 90822-5399. Or call OM2 Emily Hopkins at (310) 980-4300, ext. 509 between 8 a.m. and 4 p.m. Monday through Friday.

LAS VEGAS — The idea at the new 2,900-room Mirage Hotel in Las Vegas was that every hour there would be a simulated battle near 'Treasure Island' between two British man-of-war replicas. Such bogus historical attractions effectively lure gamblers to the Las Vegas Strip. Before the first broadside could be delivered, however, a group of African Americans protested the fact one of the two vessels was named *Sir Francis Drake*. The group noted that Drake, among many other questionable deeds, had participated in the slave trade. Eager not to offend potential customers, Mirage owner Steve Wynn — who only days before had paid over \$1 million ransom for the release of his kidnapped daughter — agreed to rename the vessel.

The success of the protest makes for an interesting precedent. Should California's Drakes Bay, for example, be renamed? And will the Caribbean soon be called Arawakia? After all, it was the ferocious Carib Indians who committed genocide against the peaceful, agrarian Arawaks. Stay tuned, the adventure continues.

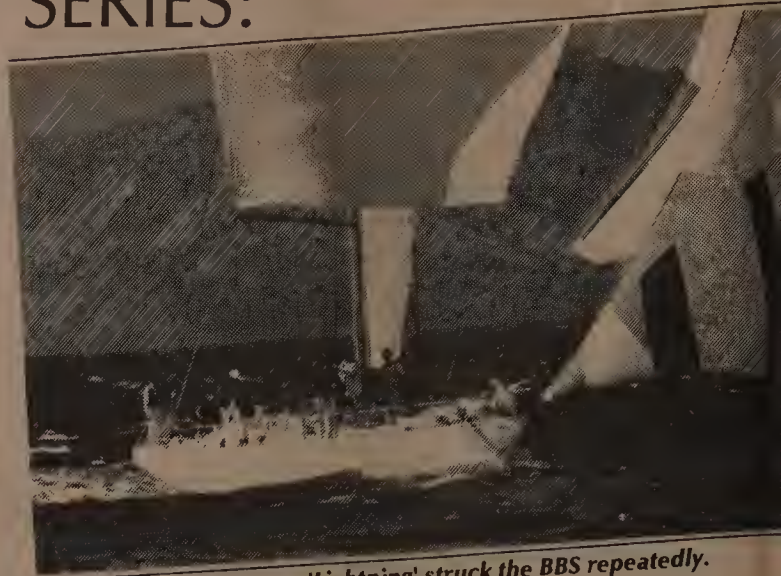


LATITUDE/JR

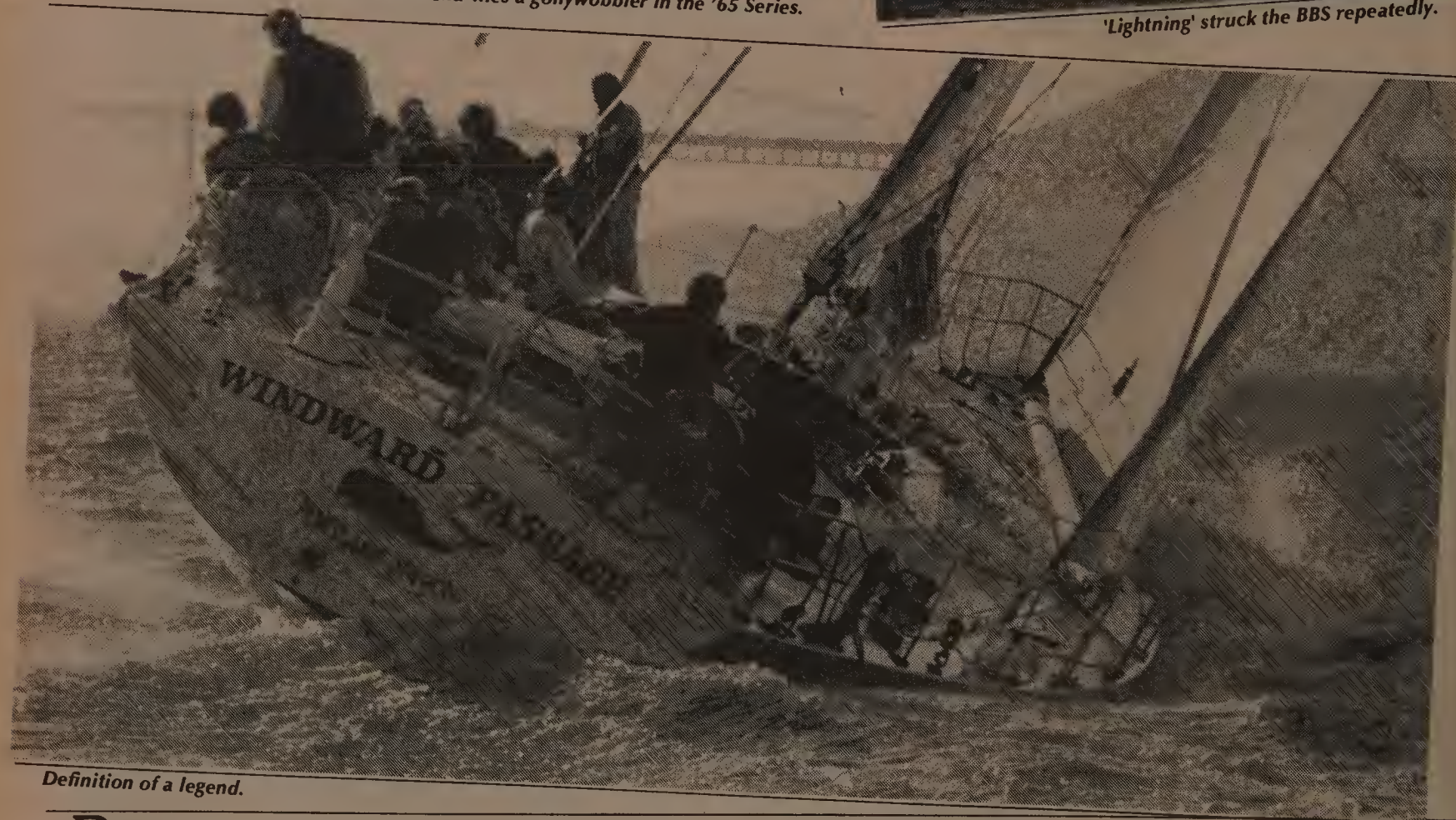
30 YEARS OF THE BIG BOAT SERIES:



'Sirena' flies a gollywobbler in the '65 Series.



'Lightning' struck the BBS repeatedly.



Definition of a legend.

Races come and go, handicap rules change, hot boats cool off, great sailors pass on — and through it all, since 1964, St. Francis YC's spectacular Big Boat Series has endured. Over the years, the Series has not only reflected the changing face of West Coast yacht racing, it has helped define it. To honor this month's 30th 'gathering of the clan', we thought it would be fun to compile the following abbreviated, probably somewhat fractured, history of the regatta. So sit back, crack open a cold one — and enjoy a stroll down memory lane.

1964 — Young Bob 'RC' Keefe convinced Commodore Stan Nat cher that St. Francis YC should create a series to showcase big boat yachting talent from around the world. Despite sending out a number of invitations — including one to Queen Elizabeth, who owned a 64-footer called *Foxhound* — Keefe could only attract 9 West Coast CCA boats to the first event ('Cruising Club of America' was the popular handicap rule back then). Jim Kilroy's brand new aluminum *Kialoa II* was the pre-race favorite, but Jim Wilhite's S&S 63 yawl *Athene* ended up winning by a scant quarter of a point. Jim Michaels' classic S&S 72-foot yawl *Baruna* was third. Other boats in attendance were

Kamalii, Audacious, Ocean Queen, Odyssey, Orion and Santana.

The first race went up to Duxbury Reef, then to the Lightship and back to the finish. Unfortunately, the fleet stalled out coming home through the Gate and no one finished until 11 p.m. "We all said the hell with that!" remembers Keefe "From then on, all our races were on the Cityfront." The trophy at stake, the St. Francis Perpetual, cost the then-princely sum of \$10,000, making it the most expensive yachting trophy in the world. Sadly, the 24-karat masterpiece was turned into a "molten softball" in StFYC's '76 clubhouse fire.

1965 — Though originally conceived as a biennial event, the inaugural series was such fun that a 1965 regatta was quickly organized. Jokingly labelled the 'Barient Company Annual Sales Meeting' (Keefe, Michaels and Orient's Tim Mosely were affiliated with that organization), the regatta brought up a number of 'clients' from down south. It also proved to be an effective 'feeder' for the following week's Stag Cruise to Tinsley Island. Sixteen boats showed up this year; Grant Hoag's 20-year-old *Vixen*, a tiller-driven 55-foot yawl, was the unlikely overall winner. The crew had to man pumps all the way around the course, and in one race actually considered beaching the boat because they couldn't keep up with the leaks.

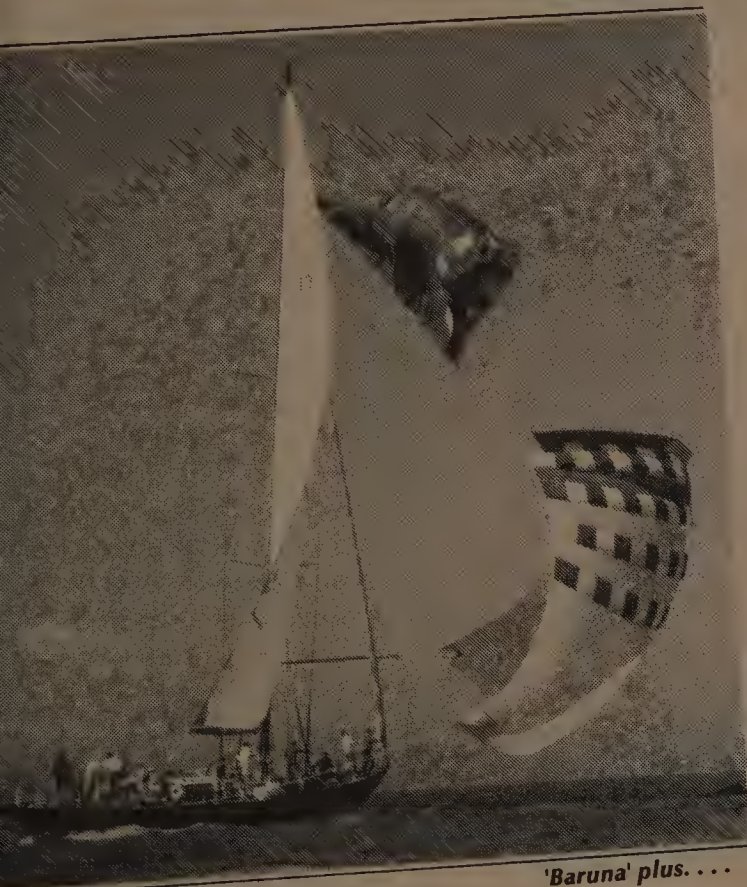
1966 — *Baruna* finally won after three near-misses. Coming in

THANKS FOR THE MEMORIES



SoCal's 'Chubasco'.

PHOTOS THIS PAGE COURTESY OF BOB KEEFE
ALL OTHERS LATITUDE ARCHIVES



'Baruna' plus. . .



. . . 'Orient' gave the Barient Company its name.

second in the 10-boat fleet was *Sirius*, followed by *Athene* and *Orient*. Keefe, Bob McCulloch, Jack Feller, Ted Schoonmaker, Denny Jordan and others kept refining the regatta format, which then consisted of only four races (Monday, Wednesday, Friday and Saturday). The starting line, previously right off the clubhouse, was moved down the Bay for safety reasons.

1967 — Viet Nam, Summer of Love, bell bottoms — did anyone really care about the Big Boat Series? Actually, 10 boats did: *Baruna* and *Kialoa II* each finished with 11.75 points; *Baruna* won on the tiebreaker. They were followed by *Chubasco*, *Stormvogel*, and *Spirit*.

1968 — The first winner of the newly created "City of San Francisco Trophy" (aka "The Shovel") was Theo Stephens' S&S 47 *Alpha*, built at his famous Stockton boatyard. Stephens beat a small fleet which included *Andale*, *Robon III*, *Gem* and *Bohemia*. The SF Perpetual was not contested. The late '60s through the mid-'70s were the 'S&S Years' — seemingly everyone had one of their designs.

1969 — Winner of the City of San Francisco Trophy was Eugene Trepte's beautiful S&S 51 *Brushfire*. Burke Sawyer drove *Aranji* to two bullets in the early going, but ultimately fell to second in the 14-boat fleet. Boats ranged in size from 47 to 57 feet this year.

1970 — *Lightning*, Theo Stephens' new aluminum S&S 57, took

the Perpetual with his brother Barre, Len Delmas, Kevin O'Connell, Tom Conroy and Peter Sutter pulling the strings. *Lightning* was a rocketship upwind in a breeze, though a 'brick' in light air. The height of her mast was scientifically calculated — it was designed to just barely fit under the three drawbridges between here and Stockton!

1971 — Mark Johnson's legendary Alan Gurney-designed 73-footer *Windward Passage* was the top big boat, easily pounding Ken DeMeuse's *Blackfin*. They were so far ahead in one race that John Rumsey actually went water-skiing behind *Passage* going down the Cityfront! *Lightning* won the only other class, defeating *Amorita* and *Warrior*. In 1971, IOR was introduced both worldwide and at the BBS, a change which would soon swell the racing ranks. (15 boats)

1972 — Jack Keefe, "father of the modern BBS", took over the responsibility of promoting and running the regatta from his younger brother Bob, who was having a C&C 39 named *Shillelagh* built for himself at the time. Jack manned that post faithfully until the mid-'80s. There were no 'big boats' this year, but Bill Pascoe's Newport Beach-based Ericson 46 *Bright Star* won the City of San Francisco Trophy, while Bill Clute's yellow Ericson 39 *Chiquita* won the inaugural "Richard Rheem Trophy". *Tribute*, *Yucca*, *Peregrina*, *Finesse II* and *Salty Dog* were some of the stronger competitors. This

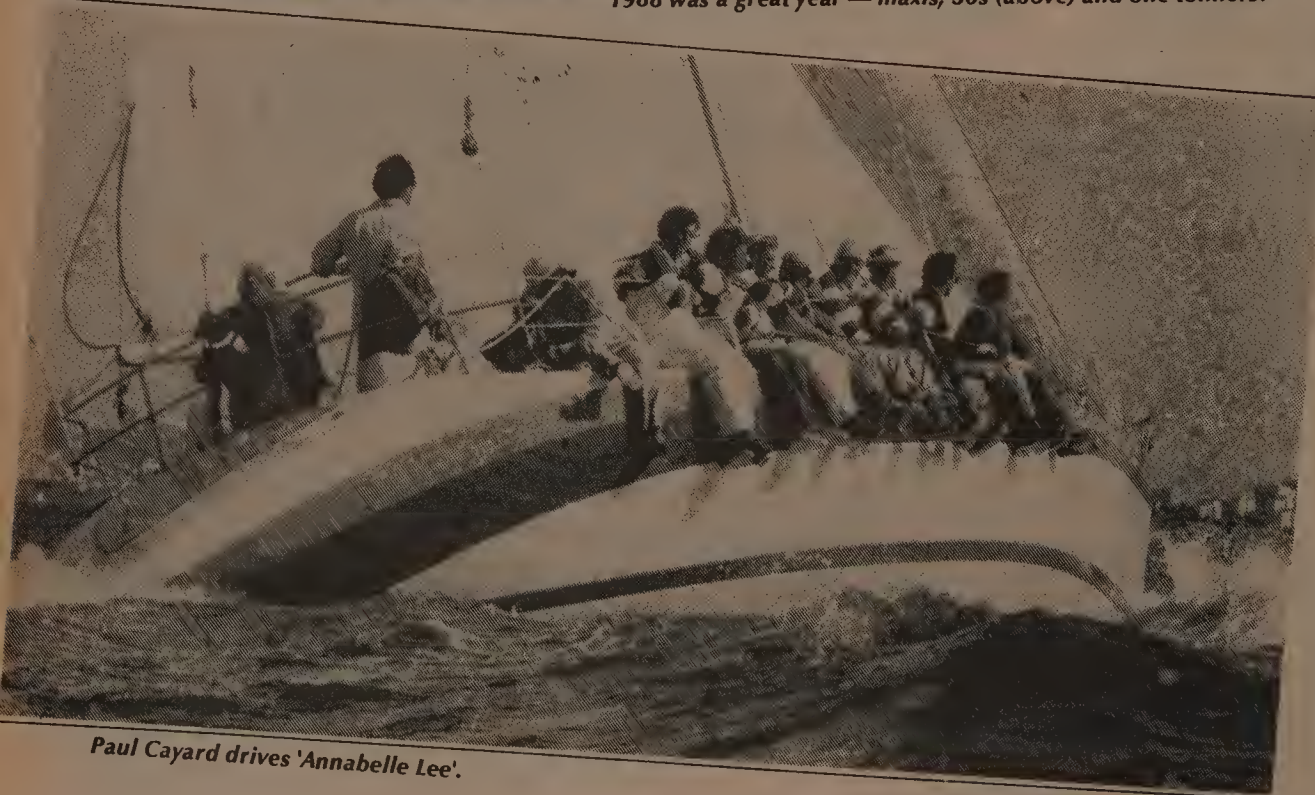
30 YEARS OF THE BIG BOAT SERIES:



1988 was a great year — maxis, 50s (above) and one tonners!



'Camouflage' in stealth mode.



Paul Cayard drives 'Annabelle Lee'.



was a windy year, and the IOR 'boats' (as opposed to CCA 'yachts') began to reveal their nasty habits. (31 boats)

1973 — Three perpetual trophies were contested for the first time: *Passage* match-raced *Blackfin* again in the main arena, while *Warrior* and *Lightning* had their own match race series for the City of SF Trophy. Naturally, *Passage* and *Lightning* won. *Nat Rat*, a Los Angeles-based Tartan 41 sailed by Dick Deaver, won the Rheem, followed by *Resolute* and *Another Girl*. This was a year of 'medium' fiberglass production boats such as C&C 39s, Newport 41s and Morgan 42s. Most were pretty out of control downwind. (18 boats)

1974 — *Lightning* was the top big boat, beating *Aoranji* and *Aranji*; Frank Kawalkowski's PJ 48 *Sirona* won the City of SF over a pair of Ericson 46s and C&C 43s; and *Regardless*, Bob Cole's new Tartan 41, tied with *Deception* in the large Richard Rheem class. *Shillelagh*, *Another Girl*, *Sunchaser*, *Mistress III*, *Blitz* and *Tenacity* were also players in the Rheem division. The protest committee had its busiest year to date; another highlight was Wednesday's 'club-house reach' in 35 knots against a strong ebb. Rock 'n roll! (22 boats)

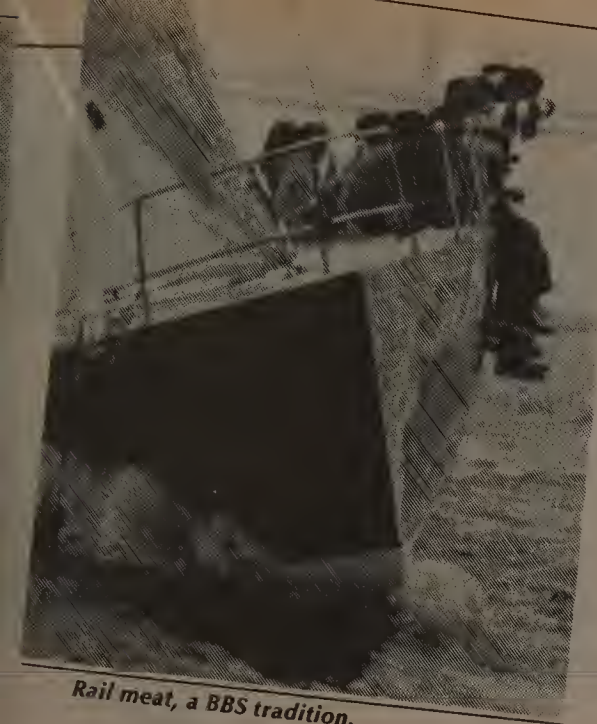
1975 — The mid-'70s were the glory days for SORC and the IOR; they were also the end of the S&S era and the beginning of Doug Peterson's reign. Southern Californian boats swept all three divisions

this year: *Hawkeye*, David Cuckler's odd-looking new King 48 bilge-boarder, and *Vendetta*, Tom Tobin and Art DeFever's Peterson Two Tonner, had perfect records in their classes. *Saudade*, Bill Pascoe's S&S 47, had three bullets and a second. Other visiting dignitaries included *Heather* and *Scaramouche*, both from Seattle, and Roy Disney's 52-foot *Shamrock* from LA. (29 boats)

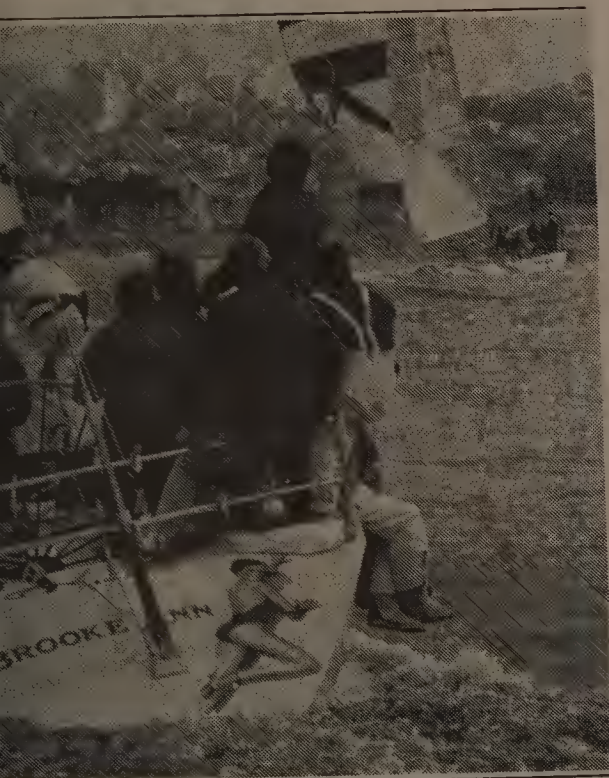
1976 — Jack Rooklyn's Miller/Lexcen-designed *Ballyhoo* came up from Australia to clobber legendary ocean racers *Ragtime*, *Kialoa* and *Windward Passage*. This was maybe the windiest year ever: Steve Taft recalls seeing 47 knots apparent while tacking past Alcatraz on *Improbable!* In the first evening 'side show' recorded, a fleet of 6-Meters squared off in the eliminations for the Am-Aus Cup. Hundreds of 'shareholders' in the club's *St. Francis VI* watched in disbelief as Tom Blackaller rammed another boat and dismasted their investment right in front of the Men's Grill — a true 'Kodak Moment!' Winner of the inaugural "Keefe-Kilborn Trophy" was Lu Taylor's Peterson 40 *Racy*. IOR II — *Whistle Wing V*; IOR III — *High Roler*; IOR IV — Les Harlander's *Mirage*, a 40-foot C&C Canada's Cup design.

1977 — Not a 'big boat' year, but the competition was stiff nonetheless. 'Name' boats included *Natoma*, *Saudade*, *Finesse*, *Cadenza*, *Bohemia*, *Racy*, *Allegro*, *Oli-Oli* and others. However, all

THANKS FOR THE MEMORIES



Rail meat, a BBS tradition.



One of the best transom graphics ever.



The 'Shockwave' gang always gave it hell on land and water. Remember the Twisted Sisters?



'Wall Street Duck' gets spanked.

eyes were on Dave Allen's breakthrough Holland 40 *Imp*, fresh off her stunning victories at the SORC and Admiral's Cup. *Imp* battered the West Coast Peterson-designed two tonners (*Racy*, *Vendetta*, *Cadenza* and *Incredible*), solidifying her legend. Due to the tragic fire at the clubhouse earlier in the year, shoreside festivities occurred under a big tent on the lawn. The trophy ceremony literally took place in the parking lot. IOR I — *Lightning*; IOR II — *Imp*; IOR III — *High Roler*; IOR IV — *Mirage*.

1978 — Biggest series to date, necessitating a fifth class for the first time — hence the "Atlantic Perpetual Trophy," won by Bill Sullivan's Peterson 43 *Blue Norther*. Other trends included the largest entry to date (Fred Priess' 84-foot *Christine*); a record number of spectators (thanks in part to the superb new clubhouse) and more women crewing on boats than ever before. This was also the year when crews began having to park down in Crissy Field to make room for fire engines or emergency vehicles (shuttle buses came a bit later). Maxi — *Windward Passage*; IOR II — *Swiftsure*; IOR III — *Leading Lady*; IOR IV — *Lois Lane*. (46 boats)

1979 — A 'little' boat series again. *Swiftsure*, *High Roler*, *Wings* and *Brown Sugar* were supposed to win, but none of them did. The bad boys on *Brown Sugar*, in fact, never finished the series: they had

the dubious distinction of being the only boat ever removed from the BBS by the Race Committee for 'conduct unbecoming of gentlemen', or words to that effect. Other highlights/lowlights: the last day's dockside swim party/water fight between the crews of *Swiftsure* and *Hawkeye*; the inclusion of several Olson 30s for the first and last time (they got crushed); and the straight-bullet performance of John Reynold's new Peterson 46 *Ghost* in IOR II. IOR I — *Hawkeye*; IOR III — *Leading Lady*; IOR IV — *Inca*. (37 boats)

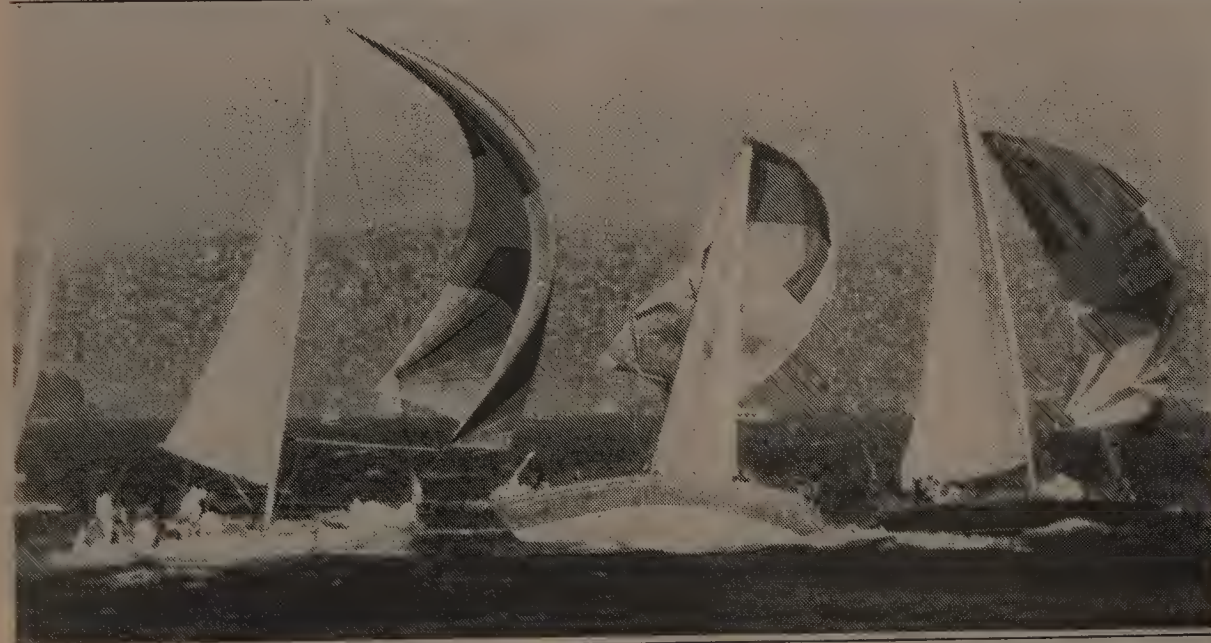
1980 — A great year for spectators, featuring memorable death rolls, crash and burns, and assorted carnage. Five maxis and two ULDBs (*Drifter* and *Merlin*) sailed in two divisions of the St. Francis Perpetual Trophy for the first time. Bob Cole's squeaky new Farr 52 *Zamazaan* turned heads, as did Neville Crichton's controversial Davidson 45 *Shockwave* until it dismasted in the last race. 1980 was also the year that Long Beach Race Week, the SoCal BBS clone, debuted. Maxi — *Windward Passage*; ULDB 70 — *Merlin*; IOR I — *Zamazaan*; IOR II — *Jetstream*; IOR III — *Leading Lady*; IOR IV — *Big Wig*. (59 boats)

1981 — Eight SC 50s were the 'big boats' in the biggest fleet seen yet. Bob Brockhoff and Jim DeWitt chartered *Silver Streak* and won, a rare thing — rented boats seldom win the BBS. Two new grand prix

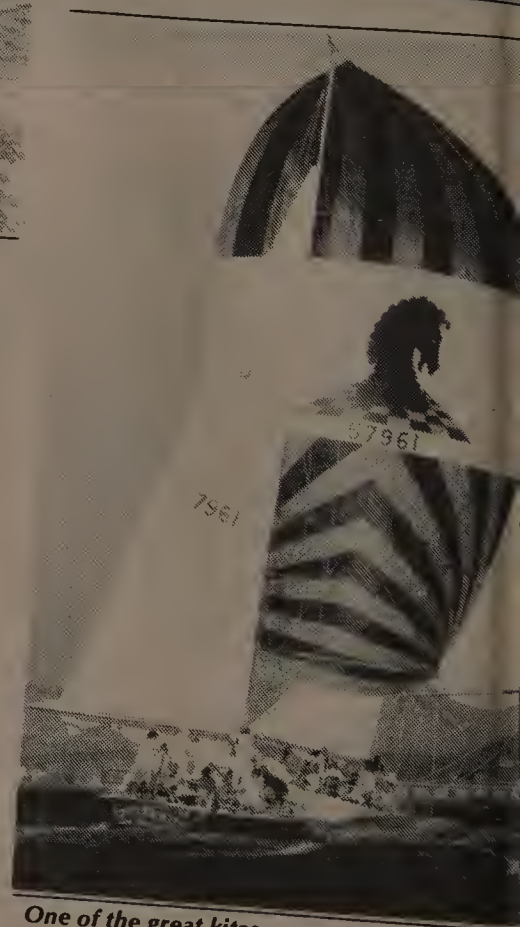
30 YEARS OF THE BIG BOAT SERIES:



Seventh inning stretch on 'Hawkeye'?



Wrong way on a one way street.



One of the great kites.

boats straight-bulleted their classes, Clay Bernard's Davidson 50 *Great Fun* and Bill Power's Holland 43 *High Roler*. Bill Clute's new Peterson 48 *Annabelle Lee* had four bullets and a deuce. . . *Bravura* discovered the rock at the end of the harbor breakwater, known ever since as "Irv's Rock" — and boats still hit it. Lots of heavies in attendance this year: Dennis Conner (*Swiftsure*), Rod Davis (*High Roler*), Tom Whidden (*Love Machine V*) and many more. SC 50 — *Silver Streak*; IOR I — *Great Fun*; IOR III — *Annabelle Lee*; IOR III — *High Roler*; IOR IV — *Big Wig*. (61 boats)

1982 — The two-boat maxi division was a bust (*Kialoa* slaughtered the Jeff Madrigali-driven *Condor of Bermuda*) and the wind was mostly light and fluky. In one race, the entire fleet 'parked' together at YRA #8 for hours! Talent in the four IOR classes was abundant; Dave Fenix's new Peterson 55 *Bullfrog*, with Steve Taft driving, was the stand-out performer of the week. Maxi — *Kialoa*; IOR I — *Bullfrog*; IOR II — *Bravura*; IOR III — *Clockwork*; IOR IV — *Shenandoah*. (52 boats)

1983 — This was the heyday of local IOR racing, with 33 of 52 boats hailing from the Great Bay Area. Al Schultz and Vicki Lawrence sailed their two-week-old *Camouflage* to a near-perfect record in her debut; Larry Harvey and Bill Twist won their respective classes in

their 'small boats'; *Secret Love* 'fouled' a tanker in one of the most celebrated instances of interfering with commercial traffic. SC 50 — *Oaxaca*; IOR I — *Bullfrog*; IOR II — *Camouflage*; IOR III — *Brooke Ann*; IOR IV — *Salute*. (52 boats)

1984 — The BBS becomes legal, celebrating its 21st birthday. And what a party! *Boomerang* topped a 6-boat maxi field; *Tomahawk* and *Bondi Tram*, fresh from the '84 Clipper Cup, trounced their classes. Bill Twist's *Blade Runner* made her local debut. The 'all women' team on *Strider*, led by Chris Corlett, enlivened the scene. This was the biggest BBS ever, and many say the best. Maxi — *Boomerang*; IOR I — *Tomahawk*; IOR II — *Blade Runner*; IOR III — *Clockwork*; One Ton — *Bondi Tram*. (68 boats)

1985 — Four sleds constituted the 'big boat' class. At the opposite end of the spectrum, John MacLaurin and Kimo Worthington began their *Pendragon* dynasty. *Glory* collided with *Passion*, nearly sinking the latter. This series featured great weather, the less-than-well-received plastic wrist bands to access the club, and saw the end of the traditional 'Wednesday Businessman's Special' (the 'spectator' race was moved back to a 1 p.m. start from 3 p.m. in the interest of better wind and fairer racing). Some people lament that change to this day. ULDB 70 — *Blondie*; IOR I — *Crazy Horse*; IOR II — *High Roler*;

THANKS FOR THE MEMORIES



Sail over steam? 'Secret Love' vs. the tanker.



Frankly, they gave a damn.



Kilroy was definitely here.

IOR III — Lobo; One Ton — Pendragon. (54 boats)

1986 — The 'big boats' were nine SC 50s this year; Gary Appleby's Farr 40 *Sagacious* came up from Australia to win the subjective 'overall boat of the series', a new award; bumper stickers and buttons proclaiming 'Shit Happens' made their first recorded appearance; *Shockwave's* 'Twisted Sisters' set a torrid fashion pace. SC 50 — *Racy II*; IOR I — *Infinity*; IOR II — *Roller*; IOR III — *Sleeper*; One Ton — *Sagacious*. (53 boats)

1987 — *Mongoose* defeated four other sleds; *Pendragon* won 'overall performer' award (dropped after this series); Peter Stocker lost a bet and picked up the dinner tab for the *Blade Runner*, *Bondi Tram* and *Sidewinder* crews at Mulherns, probably the most expensive BBS dinner ever. *General Hospital* dismasted in front of the clubhouse. ULDB 70 — *Mongoose*; SC 50 — *Earl of Mar*; IOR I — *Jubilation*; IOR II — *Insatiable*; One Ton — *Pendragon*. (45 boats)

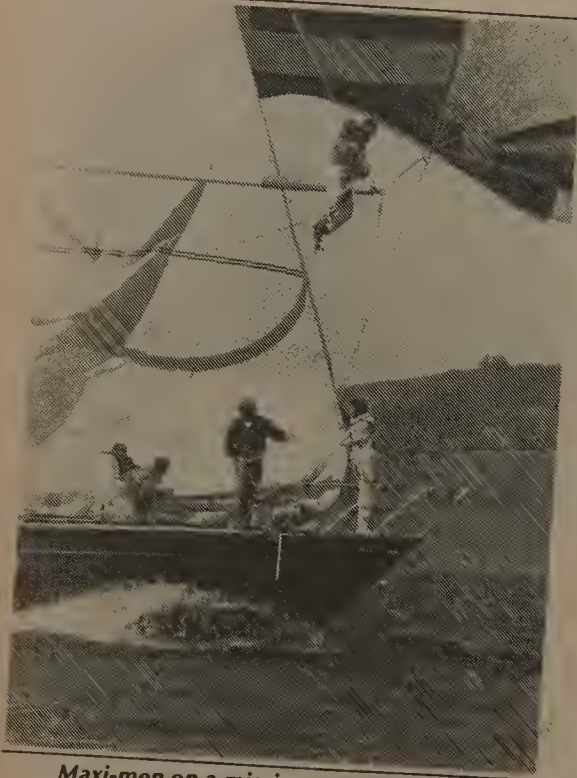
1988 — The Big Boat Series' 25th anniversary, as well as IOR's last big hurrah in this country. Everything fell into place to make this a fabulous event — it followed a maxi year at the Kenwood Cup and the One Ton Worlds held two weeks prior on the Bay. All the top talent was there. Raul Gardini and Paul Cayard teamed up on *Il Moro* to decimate eight other maxis with five bullets, while Tom Blackaller

called tactics on the victorious *Great News* against nine hot 50s. *Blade Runner* hooked a buoy with their lazy runner and inverted her mast three feet, but it didn't break. The Peter Gilmour-driven maxi *Sovereign* broke theirs, however. It makes us teary-eyed just thinking about this great series — arguably the last of the classic Big Boat Series. Maxi — *Il Moro di Venezia*; IOR 50 — *Great News*; IOR II — *Shockwave*; One Ton — *Pendragon*. (38 boats)

1989 — Entries and interest declined for the fifth straight year — surely, this was the BBS's darkest hour. Cadillac sponsored this teeny series (the first and last time sponsorship was allowed) and ESPN televised it, heavy on the sleds. *Taxi Dancer* cooperated by dismasting for their cameras. A dismal year for the BBS! ULDB 70 — *Mongoose*; SC 50 — *Hana Ho*; IOR I — *Shockwave*; IOR II — *Pendragon*. (24 boats)

1990 — After the previous year's debacle, it was time for drastic measures. Accordingly, Steve Taft, Tom Allen and Don Trask unveiled a whole new look: the series was shortened from its previous weeklong format to six races over four days. Two different courses were used for the first time. And the highly-touted IMS rule debuted to mixed reviews, while IOR wheezed through its death throes. Meanwhile, the rest of the series quietly went one design, with the

30 YEARS OF THE BIG BOAT SERIES



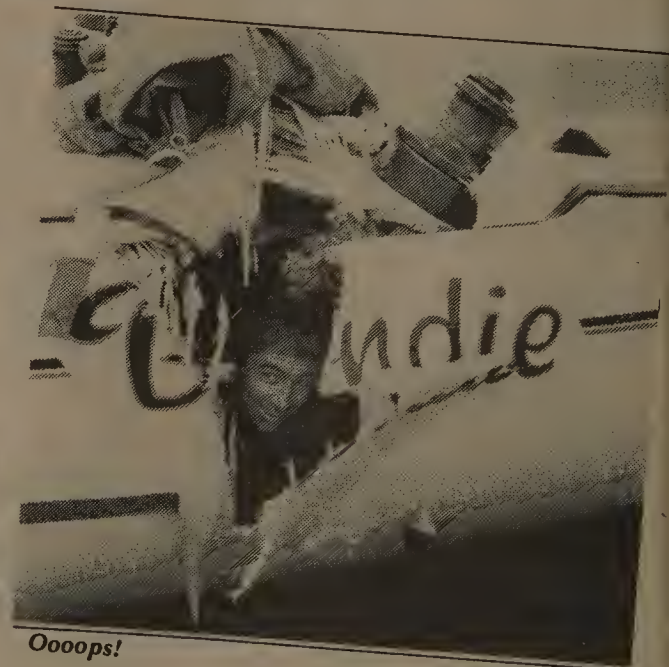
Maxi-men on a mission.



Fear not, the sleds will return in '95 to put the 'big' back in the BBS.



Classic BBS action — does anyone remember bloopers?



Oooops!

J/35s and Express 37s apparently becoming fixtures. A 'wild card' class, the Farallon Clippers, beefed up the numbers and added a historical touch to the gathering. Altogether, a brilliant comeback. ULDB 70 — *Taxi Dancer*. IMS I — *Swiftsure*; IMS II — *Phantom*; IOR I — *Blade Runner*; IOR II — *Will*; J/35 — *Abba-Zaba-Jab*; Express 37 — *Pazzo Express*; Farallon Clipper — *Cedalion*. (57 boats)

1991 — Jim Ryley and Skip Allan topped the 6-boat sled class with *Mirage*; Larry Doane and his *Morningstar* gang won the Express 37 title (it doubles as their Nationals); Alan Andrews designs dominated IMS; the Ultimate 30s provided the traditional late afternoon entertainment. Fun, fun, fun! ULDB 70 — *Mirage*; J/44 — *Witch Doctor*; IMS I — *Cantata II*; IMS II — *It's OK!*; J/35 — *Abba-Zaba-Jab*; Express 37 — *Morningstar*; Ultimate 30 — *Technoyacht*. (55 boats)

1992 — An upbeat year mainly due to the presence of 11 sleds. Paul Simonsen and John Kosteki sailed *Mongoose* to their third BBS win, a record surpassed only by veteran campaigner Larry Harvey with five class wins in various boats (*Brooke Ann*, *Crazy Horse* and *Abba-Zaba-Jab*). David Clarke, Dee Smith and Geoff Stagg annihilated the IMS fleet with *Cookson's High 5*. The inclusion of the 'little' J/105s was controversial; 'nasal flossing' was invented (or at least

named); and the 'best' collision in the history of the series occurred when *Maverick* failed to duck *Blondie*. ULDB 70 — *Mongoose*; SC 50 — *Gone With The Wind*; IMS Grand Prix — *Cookson's High 5*; IMS 'Local' — *Swiftsure*; J/44 — *Gotcha*; J/35 — *Abba-Zaba-Jab*; Express 37 — *Re-Quest*; J/105 — *Zamboni*. (55 boats)

1993 — The upcoming series will feature three one design classes (J/35s, Express 37s, J/105s), a 'furniture' class for Swans, a grand prix IMS class (*Bullseye*, *Gaucho*, *Morning Glory*, *Persuasion*, *Pigs in Space*) and a 'FIMS' class (featuring the clandestine new 'StFYC Rule') for local IMS/IOR racers ranging in size from *Swiftsure* down to *Expeditious*. There may or may not be a class for SC 50s. Races will be held Thursday through Sunday, September 22-26, starting at 1 p.m. on two different race courses. As befitting of this milestone year, the shoreside schedule looks particularly savage, beginning with the Kenwood Cup party (Thursday), the Mt. Gay party (Friday), Hasso Plattner's SAP party (Saturday) and, of course, the awards ceremony on Sunday. Whew!

So let the good times roll — again, and again, and again! Happy Birthday, Big Boat Series, and thanks for providing us with three wonderful decades of competition, camaraderie and just plain fun.

— latitude/rkm

WHILE YOU ARE IN THE BAY AREA FOR
THE BIG BOAT SERIES, STOP BY AND SEE US

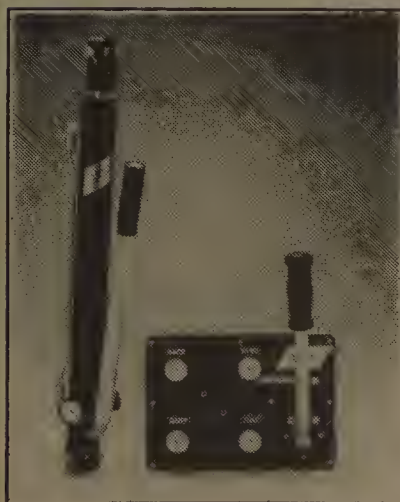


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THE LATEST

If you can't do the time, don't do the crime. That's always been sagacious advice for would-be criminals. The latest to find out if he's got the right stuff for a long stay in the slammer is Olaf Judah, a 47-year old Dutch-born former U.C. Berkeley student.

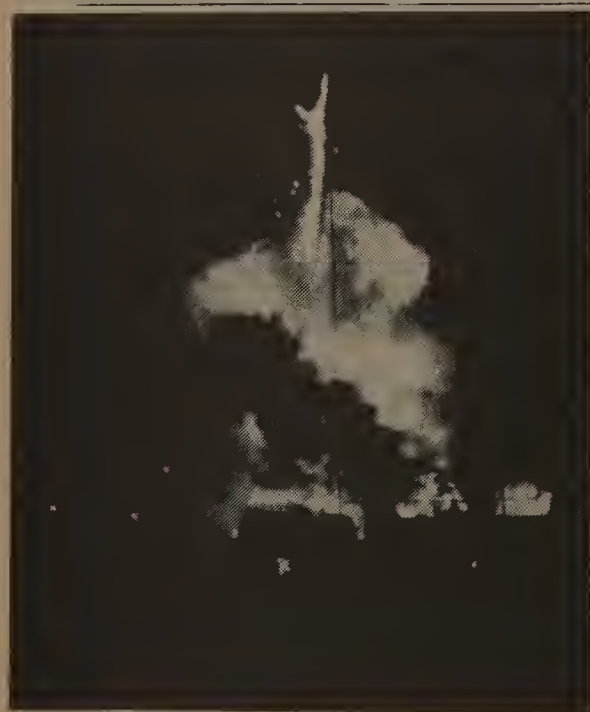
Malekula (ex-Elevation). The arrest was as a result of the vessel's cargo; she was loaded down with 16 tons of Thai hash, estimated to have a 'wholesale' value of \$64 million. (Four tons of hash had been dumped overboard in Southeast Asian waters to trim the vessel for the ocean crossing.)

Even though the *Malekula* was being shadowed by the 212-foot Eureka-based Coast Guard Cutter *Acushnet* in the pre-dawn hours of July 16, Judah didn't just surrender. When advised — at 0500 — that the gig was up by agents who had motored over from the cutter in a Rigid Hull Inflatable (RHI), Judah angrily responded that nobody would be allowed to board before first light. When the RHI began to approach, Judah threatened to shoot anyone who tried to board the schooner.

He was apparently trying to buy time. Under the correct assumption of 'no evidence, no conviction', Judah and the rest of the six-man crew — which included Judah's uncle — frantically worked to scuttle the magnificent schooner. The attempts consisted of rigging fish bombs to the hull, opening thru-hulls and placing gas-soaked rags onto the engine exhaust.

The latter resulted in an explosion that surprised the crew as much as had the appearance of the Coast Guard. A crewman in the main salon was blown forward. He scrambled out the forward hatch and leaped

into the dark and icy North Pacific with the personal strobes. Three of the other five crewmen received burns to their faces; all jumped into the water. They were picked up



U.S. CUSTOMS

After being discovered with 16 tons of hash, the crew of *'Malekula'* tried to scuttle her.

Judah was arrested 350 miles northwest of Seattle on July 16, 1991, while skippering the beautiful 83-foot modern schooner

A LOOSE

On August 4, an indictment was filed by U.S. Attorney's Office in Reno against 12 co-conspirators of what the press described as members of the "Mancuso Smuggling Ring". The name comes from 45-year-old Ciro Mancuso of Lake Tahoe, who had been indicted previously. Described as a mellow ski enthusiast, Mancuso began his smuggling career in the early '70s.

The "Mancuso Ring" description, however, is not accurate. According to federal agents, Brian Degen of Sacramento, who had been a classmate of Mancuso's at Tahoe Paradise College in 1968, deserves equal billing. "They were like Orville and Wilbur Wright," said one agent, who explained that the two got started by having older, unhip-looking men drive trailers full of pot across the border from Mexico.

The recent indictment, however, only deals with smuggles from Thailand since 1977. Of the two, only Degen is named because Mancuso had been indicted in

October of 1989 with 16 others. At that time he pleaded guilty in a plea bargain arrangement.

Federal agents say the most recent indictment can most correctly be characterized as being against a "loose confederation" of individuals who have played various roles in a number of smuggling runs from Thailand to the West Coast during the last 15 or so years. Not all of them would necessarily know all the others.

A third major player previously indicted but only recently arrested is John Fagan, also a resident of the Tahoe area. Fagan is said to have been primarily an investor and distributor. Like Mancuso and Degen, Fagan didn't do the actual runs himself.

A veteran smuggler named in the indictment is Michael Sears. In the early '80s he'd been charged and convicted of being

part of the 'Coronado Company', an organization that specialized in sneaking pot ashore from mother ships 100 miles or so off the coast. Indicted for those smuggles years ago, Sears briefly became a fugitive in the southern hemisphere aboard his 110-foot yacht *Cambria*. He eventually returned to the States and cut a sweetheart deal that resulted in his having served a relatively short time in prison.

Even while in custody, Sears is alleged to have been part of the conspiracy to smuggle pot from Thailand. The August 4 indictment charged him as being a co-conspirator in the Mancuso-Degen federation, suggesting his responsibility was a familiar one: off-loading the stuff from motherships and bringing it ashore.

The most famous person charged in the

U.S. CUSTOMS



by the RHI, although the burned skin on one crewman's hand pulled right off when one agent tried to help pull him aboard.

When the skipper of the *Acushnet* observed the explosion aboard the *Malekula* from her stalking position five miles back, he



Despite heroic efforts, the crew of the 'Acushnet' was only able to partially extinguish the flames; they couldn't save the schooner.

indictment is 55-year-old San Francisco attorney Patrick Hallinan. Son of noted famed attorney 'Kayo' Hallinan, brother of S.F. Supervisor Terrance Hallinan, he's been the legal counsel for such defendants as former state school's chief Bill Honig and Judge Robert Anguilar, to say nothing of many 'cocaine clients'. Hallinan was charged on numerous counts, including several 'conspiracy to import marijuanas' and 'obstruction of justices'. The indictment also alleges that Hallinan counseled Mancuso "to make sure co-conspirator Vallier was never heard from again and that Mancuso should find Vallier and get rid of him".

Vallier was a 20-year associate of

Mancuso who at the time was apparently ready to 'talk' to federal agents.

While the August 4 indictment named 12 people, as many as 70 to 80 people involved in smuggling from Thailand have been charged to date. Some are fugitives in this country or elsewhere, at least one committed suicide.

The most common thread in the "loose confederation" is the source of pot. Originally it was Luxana Phaksuwan, who lived with defendant Michael Sears family as a foreign exchange student in the '60s.

When Paraquat started being sprayed on Mexican pot, smugglers began looking for new sources. While still living in the United States, Phaksuwan became the Thai connection for various smugglers — and not just the Mancuso-Degen loose confederation.

charged forward with the cutter. The primary mission had instantly changed from a drug bust to a rescue mission. As the *Acushnet's* skipper pulled up to the schooner in the darkness, he didn't realize she was continuing under power on a curved course.

Despite being put into full reverse at the last moment, the *Acushnet* bumped into *Malekula*, which by then was brilliantly illuminated by the light of 20 to 30-foot flames. If you want to create an impressive fire, a fiberglass hull, synthetic sails and 16 tons of hash make the ideal fuel.

As the cutter backed off slightly, her crew worked feverishly at what appeared to be cross purposes. Some of them pumped thousands of gallons of water on the schooner in an attempt to extinguish the raging fire. Others labored valiantly to pump as much water out of the sinking vessel as possible. It was important to save the vessel, but even more important to save some of the hash as evidence. Without it, countless man hours and tax dollars investigating the smuggling operation would have gone for naught.

The seemingly paradoxical battle — which from the beginning was captured on video — lasted for more than two hours. Ultimately, it was a draw. Despite heroic efforts to save the schooner, she sank in waters that are miles deep. If you've never seen a magnificent sailing vessel slip beneath the surface, you've missed a chilling sight. Nonetheless, the Coasties and Customs

CONFEDERATION

Phaksuwan was eventually indicted for being part of a previous conspiracy to smuggle pot in from Thailand. He fled to Thailand where he remains a fugitive. Thai citizens cannot be extradited to the United States.

Phaksuwan dropped out of the business and his role as supplier was taken over in the early '80s by a former employee, Sunthorn Kraithamjitkul. A year or two later, Kraithamjitkul died of a rare and bizarre disease. A former employer of his, Preecha Supkong, then took over as supplier and performed that function up until very recently. Like Phaksuwan, Supkong remains a fugitive in Thailand.

The Smuggles

The August 4 indictment lists the following smuggles, busts and bungles involving the latest co-conspirators and others. When possible, boat names and types are listed.

January, 1977. *Nepenthe* and *Drifter*,

THE LATEST

agents were able to grab several tons of hash before the *Malekula* went down, thus preserving the bust.

Like many of those playing the smuggling game, Olaf Judah was a veteran. He allegedly had skippered the *Ocean 71 Elmo's Fire* in 1987 when she smuggled nine tons of Thai pot to the coast of Oregon. Judah is suspected of having used *Elmo's Fire* to smuggle 10 tons of Thai hash from a staging area somewhere in Southeast Asia to an undisclosed spot in British Columbia again in 1989. British Columbia, incidentally, is a popular place to offload drugs because Canadian laws against drug smuggling are relatively lenient.

Upon the conclusion of that second smuggle, *Elmo's Fire* was 'retired' to Mexico. She became a well-known fixture in La Paz Bay for several years.

This was just one more chapter in a continuing saga of 'cops and smugglers', surreptitious midnight runs, beautiful sailing yachts and big-time payoffs. A saga that goes on all the time, right under our proverbial noses, on the waters we sail. We've written about drug smugglers before, most notably Bruce Perlowin, who snuck an estimated \$500 million of mostly Colombian pot right into San Francisco Bay. Busting him and his organization didn't make a dent in the supply of pot available on the street.

Despite all the annoying Coast Guard 'safety inspections' that are little more than

thinly-disguised attempts to interdict drugs, Customs agents don't believe they are very effective in catching big time smugglers. "The big organizations usually get tripped up in

An undercover agent expressed interest in the boat.

one of three ways," said one agent. "Somebody talks too much, somebody becomes too ostentatious with their ill-gotten wealth, or they start using too much of the products they import."

In the case of Judah, who was working in association with major smuggling figures based in South Florida, a proposed sale of *Elmo's Fire* lead to his downfall. He represented the owners of the boat when she was put up for sale. An undercover agent, using an assumed name, expressed interest in purchasing the vessel. After two meetings, Judah and the agent were to fly to La Paz to inspect the boat. But with all the flights to La Paz booked, Judah invited the agent to his

modest home in Taos, New Mexico.

Before the visit was over, Judah thought he had the agent 'made' — as a colleague! "He figured I wanted *Elmo's Fire* to do some smuggling myself," says the agent, who asked not to be identified. With long range and the volume to effortlessly carry tons of cargo, *Ocean 71s* have been something of a smuggler's 'boat of choice'. *Ocean Love*, recently based in Sausalito as *Second Life*, had been busted at Wake Island about five years ago for previous smuggling on the East Coast of the United States.

There were two unexpected results of Judah's mistaking the undercover agent for a smuggler. The first was somewhat comical. After Judah suggested that the agent — who is happily married but had removed his wedding ring for the mission — was an important drug smuggler, he suddenly seemed to have developed a magnetic personality in the eyes of Judah's attractive lady friends. The second unexpected result was that Judah contacted his principals in Florida to propose that the undercover agent be hired to skipper *Elmo's Fire* for another one of their smuggles! The cautious South Floridians declined however, deciding they wanted to keep their illegal group as small as possible.

It would not, however, have been the

A LOOSE

two sailboats approximately 40 feet in length, load up with marijuana at or near Thailand. In late May or early June, *Nepenthe* arrives prematurely "somewhere near San Francisco" and unloads 2,200 pounds of pot worth \$3.3 million wholesale. *Drifter* arrives a short time later with another \$3.3 worth of pot and unloads at — talk about balls — at Angel Island.

May, 1979. The sailing vessel *Skomer* arrives in San Francisco from Thailand with 6,600 pounds of pot worth \$9.2 million.

May, 1980. Having picked up 7,260 pounds of pot in Thailand, *Restless M.*, a mothership, transfers loads to smaller motor vessels *Bell* and *Sancho Panza* off the coast of San Francisco. The two boats bring the pot to Walnut Grove in the Delta. The load, worth \$9.8 million, is quickly whisked off to Vacaville, Eastern California and Nevada.

May, 1981. *Restless M.* brings another 7,480 pounds worth \$10 million across Pacific from Thailand. It's unloaded by

Zodiac inflatables near Hollister Ranch, Gaviota, just south of Point Conception.

December, 1981. Mancuso meets Hallinan in the attorney's office to discuss laundering of drugs profits through Keystone, Investments, Ltd. Hallinan invents a fictitious corporate director, Deborah Delong. It's the first of a number of alleged illegal shenanigans on the part of Hallinan to aid Mancuso and other co-conspirators.

September, 1982. Ooops! Suttipong Smittachartch, a Thai lieutenant for supplier Preech Supkong, foolishly sends his briefcase through bomb detector at San Francisco Airport. He is unaware that bundles of currency show up on X-ray screen looking exactly like bundles of currency. Authorities open case and find \$831,000 in drug proceeds. It's a bust.

Alleged co-conspirator Joseph 'Joe the German' Siegfried, who had already boarded a commercial aircraft with \$500,000,

deplanes and decides to catch a later flight. He is not caught.

July, 1984. The sailing vessel *Skomer* brings 11,000 pounds of Thai pot valued at \$14.8 million across Pacific. Smaller vessels offload 100 miles or so offshore for delivery to McDonald Island near Stockton.

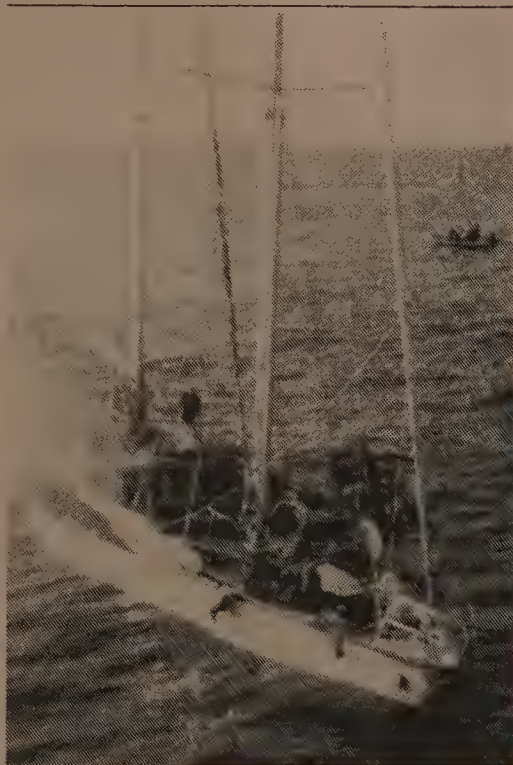
May, 1985. *Skomer* is again used to smuggle 7,700 pounds valued at \$10.1 million from Thailand to California coast. Once again it's unloaded offshore to small boats to be taken to McDonald Island.

April or May, 1986. *Mamamouchi*, a 55-foot Camper & Nicholson ketch owned by alleged co-conspirator Edwin Lehmer, brings 6,600 pounds worth \$7.9 million over from Thailand to be unloaded at Hollister Ranch near Gaviota. The *Mamamouchi* is quickly taken to Mexico to disguise the original California destination, then brought

first time the agent had been hired — while working undercover — to skipper a boat during a smuggle. In 1984, he and a group of other undercover agents were hired by Colombians — who were importing drugs to New York, San Francisco and Miami — to smuggle pot from the west coast of Colombia with a trawler. The trip was delayed because of a hurricane. So the Colombians instructed their 'crew' to cool their heels aboard the trawler at the Balboa YC in Panama City, Panama.

It turns out the Balboa YC is not a bad staging place for a smuggle. Parts and service are widely available or can easily be flown in. There are plenty of banks in Panama, many of which launder money, and there are so many shady deals that people know better than to ask too many questions. While the agents were waiting for their smuggle to be rescheduled, they couldn't help but notice when six guys aboard the lovely S&S 61 *Mir* took a mooring nearby. It was immediately obvious to the undercover agents that the guys on *Mir* were preparing to do a run. The clincher was when they claimed to be lingering in Panama because their slip at the Ala Wai Yacht Harbor in Honolulu wouldn't be available for a couple of weeks. The agent knew it was likely to snow in Honolulu before any 65-foot slips opened up at the Ala Wai.

Thus the agent made a couple of calls



The magnificent 'Malekula' shortly before she sank.

back to the States — where somebody in Customs completely dropped the ball. It was by sheer luck that *Mir* was later busted off Southern California's Channel Islands on Thanksgiving Day. What made it even more embarrassing was the fact the smugglers had stolen the boat — from Customs! She'd been seized for involvement in a previous drug smuggle when somebody sailed her away a seizure yard in Charleston.

While the undercover agent didn't buy *Elmo's Fire* or do a smuggle with her, his conversations with Judah were helpful in developing the bust when Judah brought *Malekula* across the Pacific. The vessel, which was registered in Guernsey, Channel Islands, England, had been purchased in Japan for \$850,000. She had then worked her way through Southeast Asia and as far south as Darwin. Working with various international law enforcement agencies, the U.S. agents were able to learn about the July, 1991 smuggling attempt.

Although Bruce Perlowin was charged and convicted of smuggling, and spent almost 10 years in jail, he was actually quite lucky. With the passing of the Omnibus Crime Control Act of 1986, penalties for being associated with a smuggling enterprise that meets federal minimums have become much stiffer. The minimums, incidentally, are one ton of pot and various smaller amounts for hash, coke, LSD and various other contraband. Anyone charged and convicted of smuggling under the applicable federal laws faces a very long mandatory sentence.

Despite being merely the delivery skipper, Olaf Judah was recently sentenced to 21 years. Because of the Omnibus Crime Act, he must serve 85% of that, which is 18 years, no matter how much of a model prisoner he might be. So even under the best circumstances, Judah won't be getting out

CONFEDERATION

back to San Diego.

May, 1986. The French-built Carvel 65 ketch *Japy Hermes* arrives off California coast with 11,000 pounds worth \$13.2 million. Three thousand pounds goes to *Nino*, an Islander 41; the rest to an Ocean 50 motor vessel. Both boats unload at McDonald Island in the Delta.

June, 1986. A still unknown sailing vessel unloads 11,000 pounds worth \$13 million off the coast of California. The crew of an Ocean 50 motor vessel delivers it to McDonald Island.

Summer of 1986. The Mancuso-Degen group becomes an even 'looser federation' with the addition of some Florida 'boat guys'. James Gaensslen, for example, buys an Ocean 71 ketch in Europe for purpose of smuggling Southeast Asian pot to West Coast of the United States. A crew is hired to

sail the boat from Malta to Southeast Asia.

October, 1986. Edwin Vallier, Jr. is paid \$140,000 to flee U.S. jurisdiction in order to prevent his cooperating with a federal agents in Reno.

Early 1987. Attorney Patrick Hallinan,

"Find Vallier
and get rid
of him."

hearing Vallier had been cooperating with law enforcement in Nevada, advises Mancuso that the "best thing is to make sure Vallier is never heard from again" and that Mancuso "should find Vallier and get rid of him".

February, 1987. Suttipong

Smittachartch, who arranges for pot in Thailand for Supkong, advises co-conspirators that marijuana has been moved to Cambodia and is being kept by a General of the Cambodian Army. A new load date must be set.

March, 1987. The 65-foot ketch *Japy Hermes* picks up 15,400 pounds worth \$16.9 million at Ko Samui in the Gulf of Thailand and transports it across Pacific to Frankport Beach, Oregon. The crew of the luxurious vessel is armed with a M-79 grenade launcher and two M-16 assault rifles.

June, 1987. Ocean 71 *Elmo's Fire* is loaded with 19,800 pounds of pot worth \$21.7 million and takes it to Oregon coast. Also aboard are two assault rifles and one M-79 grenade launcher. Owner James Gaensslen communicates with crew by radio, giving navigation coordinates for offload site in code.

Pot is offloaded onto the fishing vessel

THE LATEST

until the year 2011 when he's nearly 65. It's no wonder one agent described him as "despondent".

Other circumstances — prior smuggling convictions, a death in the course of a smuggle, and particularly large quantities, to name just a few — can result in mandatory life sentences. Had Perlowin been convicted under the Omnibus Crime Act, he no doubt would still be behind bars instead of selling Amway products.

U.S. Attorneys who actually prosecute the cases, of course, are primarily interested in arresting and convicting the 'big guys'. So offloaders and others with relatively minor involvement may be able to plea bargain to lesser charges in return for fingering those higher up. But there are a couple of problems with that as well. The first is that most veteran smuggling outfits are broken up into small groups with specific responsibilities. Thus most of the people involved aren't aware of the others — particularly the higher-ups. Then too, not all big time smugglers put the same value on life as, for example, do ministers or nurses. The point is, 'little guys' usually don't know the 'big guys', and if they do, they often wished they didn't.

But with drug smuggling profits so astronomically high — the two runs with *Elmo's Fire* were estimated to have been worth approximately \$50 million each — undercover agents know full well there is no shortage of people willing to take the gamble. They also know that plenty of pot and hash are still getting through. "There

doesn't seem to be any shortage on the streets," noted one.

The agents, in fact, readily admit that they know a number of other people who have done smuggles and are planning future smuggles. "We know individuals who are involved," said one, "we just don't have enough evidence to take to the U.S. Attorney."

The statute of limitations on smuggling is five years. "If you did a smuggle five years ago and haven't been indicted or haven't been overtly involved in the planning of a future smuggle," said one agent, "you're free." Not only are you free, you get to keep all the money. The reason for the statute of limitations is unclear, but it sure makes people in places like Aspen and Sun Valley — to name just two where drug profits have been turned over into legitimate investments — sleep easier.

Buds & Stems

— Many smuggling rings are primarily made up of friends from school years or even childhood. Trust is of utmost importance in that line of work.

— On a certain level, there's a real cat and mouse game between government agents and smugglers. For the most part, the agents don't make it personal. "A great guy", "a real interesting person", "unbelievably clever", are some of the remarks agents have

made about those they've busted. "We don't wish ill of them," said one, "we just wish they didn't do it."

— Does crime pay? It seems to, especially for clever ones at the top. *Ciro Mancuso's* wife, for example, will apparently be able to keep millions of dollars worth of assets acquired by her husband through drug profits. And while Bruce Perlowin claims the Feds got everything, agents are skeptical. "A guy that clever was sure to have tucked a couple of million away somewhere," said one. Ironically, the Feds don't even keep tabs on Perlowin's spending habits. "After a while," admitted one agent, "you just get tired of a case. Besides, there are so many other current ones."

— Can the Coast Guard board a U.S. vessel anywhere in the world? Yes.

— How can the Coast Guard and Customs agents board and bust foreign flag vessels? They get a Statement of No Objection (SNO) from the government the boat is registered to. That's exactly what happened in the case of the English-registered *Malekula*. Agents say they always get it, although sometimes it takes a little time.

As an example, they cite the case of the St. Vincent & Grenadines-based freighter *Lucky Star*, which was rumbling around the Pacific with 70 tons of hash. (The government, incidentally, figures it takes 100 pounds of pot to make a pound of hash.) St. Vincent & Grenadines wouldn't immediately

A LOOSE

California Sun. When smuggling the team tries to unload at Frankport Beach, somebody notices the activity and calls 911. Pursued by Oregon police and federal officials, the *California Sun* takes a wrong turn and runs aground. Some of the crew is caught immediately, the rest are captured later.

January, 1988. Oops! Ulf Grigoleit, Angel Partida and Mark Bjorklund 'wear' \$750,000 inside specially designed money-smuggling vests and fly from San Francisco to Frankfurt, Germany. While travelling from West Germany and Zurich a few days later, a large amount of cash drops out of Bjorklund's trousers onto the deck of the train station. They are arrested.

Spring of 1988. An unidentified vessel is loaded with 6,600 pounds of pot off Thailand for trip to West Coast. *Jalina*, a second sailing vessel, is loaded with an equal amount and heads for Sydney, Australia.

Jalina is busted in Australia. As a result,

when crew of the unidentified vessel approaches the West Coast of the United States, they are instructed to jettison 6,600 pounds of pot. It's worth about \$8 million.

January, 1989. William Pearce, an associate of several of the co-conspirators, smuggles a tape recorder into the U.S. courthouse in Reno to record his 'secret'

*A large amount
of cash drops
from his trousers.*

testimony to Grand Jury. He wants co-conspirators to know he hasn't ratted on them. A short time later, after being pulled over by Highway Patrol officer as part of a

routine stop, Pearce puts a gun to his head and kills himself.

Spring of 1989. Approximately 17,600 pounds of pot worth \$19.3 million is loaded aboard an unidentified vessel headed for Alaska. In May, a 170-foot oil supply rig offloads the pot near Alaska to the fishing vessel *Selmo Point*, which takes it to Cordova, Alaska.

April, 1990. Attorney Hallinan visits Mancuso in Washoe County Nevada Jail and advises him not to reveal information about Hallinan's involvement in money laundry corporation or any other criminal activity.

June, 1991. Smittachartch travels from Japan to Hong Kong to meet Mancuso. They discuss availability of 8,800 pounds of pot being stored in Cambodia by a Army General.

Mid To Late 1991. Various co-conspirators are caught illegally transporting large sums of money, using false passports

give permission for the vessel to be boarded. Some speculate the reason is there might have been some family relationship or friendship between higher-ups of that very small country and principal behind the freighter full of hash. In any event, a U.S. naval vessel stuck side by side with *Lucky Star* for a week until permission was granted to board and bust them.

— When a principal behind *Lucky Star* was charged, he proposed to the judge that he be confined to a penthouse watched by guards he paid for. It's been done in Colombia, but such arrangements are a little too avant garde for the criminal justice system in the United States.

— When you think of smuggling, you think of drugs being rushed into Florida on lighting-fast powerboats. But agents say the West Coast of the United States is a very popular destination because, unlike the Caribbean, there are no 'choke points'. One admitted that recreational boats could be bringing tons of pot through the Golden Gate every Sunday from mother ships offshore, and they wouldn't be any bit the wiser.

— Unlike the old days, most dope smuggled to the West Coast seems to be coming from Pakistan, Thailand, Afghanistan — and a number of other places in Southeast Asia. In the old days, most of it came from the west coast of Colombia, where pot was to smugglers on credit. "At least we're not catching much pot from

Colombia anymore," said one agent.

— Because there aren't very many dope-up-front deals anymore, most smuggling is done by big outfits with the ability to raise

While the 'Malekula' was lost, the bust was saved by the recovery of hash as evidence.

U.S. CUSTOMS



and other means to hide their identity or travel illegally.

Where Are They Now?

Ciro Mancuso's whereabouts are currently unknown to the general public. The 45-year-old father of three, said to be a devoted family man, was indicated in October of 1989 and with attorney Hallinan's counsel, accepted a plea bargain offered by U.S. Attorney.

There are been various reports in the press about what was offered in the 'bargain'. Some reports indicate that it got Mancuso's wife, father and sister off the hook, and that his wife would be able to retain millions of dollars of assets acquired with drug profits. Actually, it's nothing but speculation. The plea bargain was sealed and will remain so until those recently indicted come to trial on October 5.

The following facts are known: Mancuso's

father and sister have not been charged. Agents say they don't have enough evidence. Earlier charges against Mancuso's wife Andrea have been dropped.

While Mancuso pleaded guilty to running a Continuing Criminal Enterprise (CCE), he was allowed to do so under the pre-1987 guidelines, which allow judges an opportunity hand down much lighter sentences. While Mancuso is scheduled to be sentenced at the end of this year and faces 10 years to life, it's not mandatory and agents consider him to be "very lucky".

But only lucky in that sense, as Mancuso has paid a big price. Federal agents tersely responded "no comment" when asked both Mancuso were free on bail. They also said, "no comment" when asked if he was being held in custody. "I'm worried about it," an agent responded when asked if he thought Mancuso's life was in danger. That's a bad place to be for a devoted family man.

the necessary millions of up-front money.

— The hot way to smuggle drugs? In containers aboard ships.

Of course, they've always have been and always will be small time smugglers. We were told a funny tale of a former well-known San Francisco sailor, who did a couple of TransPacs with a couple of boats before dabbling in smuggling. He brought a small load up Colombia to San Diego a few years back aboard his 55-footer. His method of unloading was simple. He'd put his smallest sail in his biggest sail bag, fill the rest of the bag with dope, then walk up the dock to his car. While carrying one particularly heavy load up the dock, a Fish & Game Agent hollered, "Need some help?" Before he had a chance to decline, the F&G agent was helping him carry thousands of dollars of pot to his car.

Like Judah, he was eventually busted, and got the opportunity to see if he was able to do the time for his crime. He was, but sentences were much shorter back then.

We know what you're thinking: you'd like to be able to make big money in the smuggling business without having to risk going to jail. The good news is that it's not only possible, it's legal. U.S. Customs and other federal law enforcement agencies pay up to \$250,000 in reward money for original information leading to seizures and arrests. They can be reached 24 hours a day at (415) 705-4070.

— latitude 38

CONFEDERATION

Brian Degan fled to Switzerland in 1987, where he claims citizenship. He is currently in custody and awaiting trial there. It's unclear what kind of sentence he may be facing.

John Fagan, charged with a Continuing Criminal Enterprise, faces 10 years to life if convicted. Because he's been charged under post-1987 guidelines, it's possible he'll get a harsh sentence if convicted.

Patrick Hallinan was, depending on who tells the story, fired by Mancuso or dismissed Mancuso as a client shortly after Mancuso's 1989 plea bargain. Hallinan had been his attorney for nearly 20 years. Katherine Alfieri, a partner of Hallinans at the time of the plea bargain, took Mancuso as client when she left Hallinan's firm.

Did the Feds cut a sweet deal with Mancuso to 'get' Hallinan, a high profile attorney who has had great success defending clients charged with drug offenses? Or had Hallinan been part of the

A LOOSE CONFEDERATION

conspiracy for years, profiting wildly from advising and abetting fellow conspirators on various legal issues? This is going to be a big story when the trial begins in October.

Unlike Mancuso, Hallinan has been charged under post-1987 guidelines, meaning he faces a severe mandatory term if convicted. Said one agent, "Off the top of my head, I believe Hallinan faces a minimum of 235 to 293 months. And the most he can get knocked off is about 50 days per year for good behavior." If that's correct, Hallinan faces a mandatory minimum of 19.5 to 24 years in the slammer — and may well serve more time than Mancuso.

The loose confederations and smuggles outlined above became even more convoluted in the mid-'80s when the South Florida 'boat guys' entered the picture. With the organization and supply allegedly masterminded by Mancuso and Degen, investment funds and distribution handled by Fagan, they needed boats. The Feds won't say who made the Florida connections, other than that it was a member of the conspiracy.

Jim Gaensslen, co-owner of *Elmo's Fire*, is one such Florida 'boat guy'. He's in custody and faces 10 years to life under the

post-1987 mandatory sentencing rules. *Elmo's Fire* was recently seized in La Paz and is currently being stored in San Rafael.

Other South Floridians wanted in connection with Thai smuggles include **John Connelly**, **Walter Martin** and **Joe Allen**. All are fugitives.

Michael Sears is currently out on bail but faces at least 19.5 years under the post-1987 sentencing rules. If they can find her, the Feds are looking to seize *Cambria*, Sears' 110-foot luxury yacht.

Edwin Lehmer is currently in Washoe County Jail and also faces the possibility of 19.5 years in prison. His *Mamamouchi* was seized from the Brisbane Marina last November and is currently in Richmond.

Edwin Vallier, who Hallinan allegedly advised Mancuso to 'get rid of', is alive and well. He 'paid his debt to society' and is a free man.

Also familiar in these circles but already serving 21 years is a fellow known as **Bug-Eyed Bob**. It took agents years to discover his correct identity. Bug-Eye dazzled agents by the fact he was able to move five metric tons of pot in two weeks, proving beyond a doubt there is demand for the stuff.

The Carvel 65-ft ketch *Japy Hermes* was seized by Customs agents in Eureka in 1990. She contained several thousand pounds of pot at the time. She is now the property of U.S. Customs.

Seizures

In all, the Feds have seized about \$30 million in assets. 'Seized' means the assets are no longer in control of the individual who obtained them through drug profits. Such assets may eventually be forfeited to Customs, they may end up in the hands of foreign governments or they may never be recovered.

In addition to boats listed above, the assets seized include an Islander 41, Morgan 42, Cessna 172 aircraft, \$900,000 in cash belonging to James Gaensslen, \$3 million in cash belonging to John Fagan, \$1.5 million in cash belonging to Suttipong Smittachartach, a 31-ft powerboat, an older Porsche, numerous Kruggerrands, various weapons — the list is tens of pages long.

Meanwhile, the smuggling of pot and hash into the United States continues unabated. As such, the one thing federal agents don't worry about is job security.

— latitude 38

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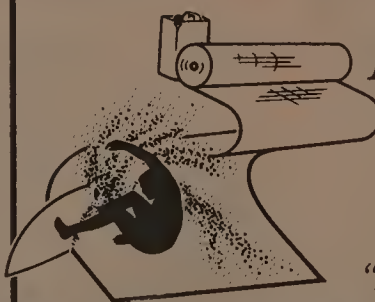
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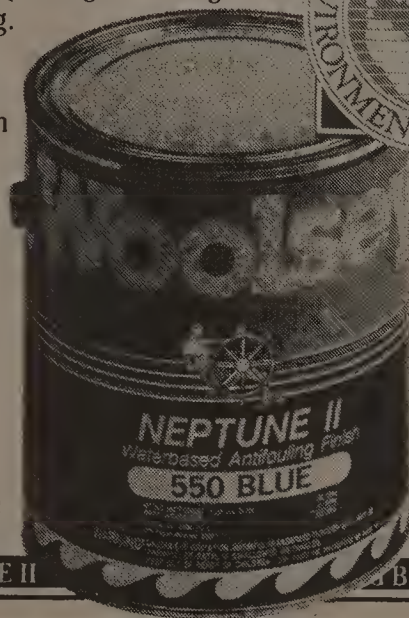
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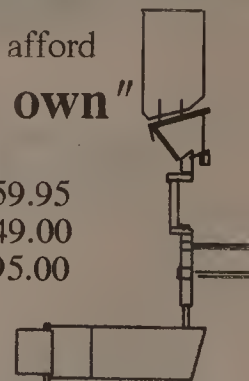
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NORM & LOIS ANDERSON

Two of the most common questions on the minds of potential cruisers are: What kind of experience is needed to go cruising? and How old is too old? To answer these and other questions first time cruisers often have, we recently sat down with Norm and Lois Anderson. Both 63 years of age, the Andersons recently returned to the Bay Area after completing a seven-year circumnavigation aboard their Tartan 37 centerboarder Sisu. A retired forester from Boise, Idaho, Norm believes he and Lois are more typical of cruisers than Jim and Diana Jessie, whom we interviewed last year.

38: How did you get interested in cruising?

Norm: It was a lifelong dream of mine. Not to circumnavigate, mind you, but to just go cruising. When we started out, we promised ourselves we were going to go for two years no matter what. After two years we were in Australia and liking it. And once you get to Australia, you might as well keep going around the world, because it's the easiest way to get back home.

38: What kind of sailing experience did you have before you left?

Norm: I started sailing on Chesapeake Bay in 1967. We raced Coronado 15s, Lasers and Catalina 22s while I was working in Washington, D.C. After we moved to Idaho, we chartered in the San Juans and then I did a cruise from San Diego to Catalina and back aboard *Triumph*, a C&C 61. I also helped deliver the N/M 41 *Electra* from San Francisco to San Diego.

By this time I was 52 years old, and after 30 years of government work had taken an early retirement. We'd already bought our own boat, but I continued to do ocean sailing on other boats to get more offshore experience. My last trip before the cruise was in 1983 when I delivered *Pegaso*, a C&C 61 from Bermuda to Antigua.

38: How did you go about selecting the Tartan 37?

Norm: I'd done a lot of study and research. Based on a value analysis of a bunch of boats, it came down to the Tartan 37, a Creaklock 37 and a Shannon 38. The criteria was that it had to be a U.S.-built performance cruiser drawn by a well-known designer.

38: Why American built?

Norm: I thought I might want to charter her. When we bought the boat in 1981, we hadn't decided to commit ourselves to a two-year cruise. We kept the boat in Anacortes for six summers and would leave it in Seattle in the winter.

It's in Anacortes that we started getting firsthand feedback from cruisers — or people who'd tried to cruise. We met quite a few couples who'd left on The Big Cruise, only to get the crap knocked out of them on the way to San Francisco. Some gave up right there. Others left San Francisco for San Diego, got the crap knocked out of them again, and put their boats up for sale in San Diego.

So when we finally decided to go cruising, we promised ourselves two things: 1) we'd start by sailing straight to Hawaii so we couldn't turn back or give up too quickly; and 2) that we'd give it two years before quitting. Actually, these were more for my wife than myself.

38: Was she not enthusiastic about the cruise?

Norm: She was, but the adjustments were harder on her than they were on me. We first moved onto the boat six months before we took off, and it was quite a struggle for Lois to get used to the confinement of a boat after living in a big house. To help get over it, she talked to herself a lot. I'd hear her telling herself that she'd been through lots more difficult things.

She's enjoyed the seven years, but wants to get home. The family and grandchildren pull a woman back home. After seven years, I'm glad to be back home, too, but if it was just me, I'd have probably kept on going. I'd like to see Alaska and a few other places we missed the first time. We probably still will, although I'm not sure when.

38: How did you go about equipping *Sisu*?

Norm: We made our decisions based on my delivery experiences and a lot of reading. I read books covering the whole spectrum, from the Pardeys to the Dashews. Between those extremes are Hinz, Hiscok and many others. And gosh, we learned a lot from articles in *Latitude* and the other sailing magazines. I kept files and stuff.

38: What gear did you end up putting on the boat?

Norm: The major stuff we put aboard before we left included a Magnavox 4102 SatNav, radar, two fathometers, one log, two sextants, an RDF, a radar detector, roller furling, a staysail, running backs (which we didn't use much), a Fleming windvane, an autopilot, a manual windlass and a dodger.

After the third year, we added refrigeration. I recommend all cruisers start with it. Ours is a Trailblaze, which is made in Australia

for transporting medicines in four-wheel drive vehicles and planes around third world countries. It's a 2.7-cubic-foot unit that runs on 12 volts and measures 33x18x21 inches. We keep it on a pilot berth on the starboard side.

The unit draws 25 amps every 24 hours in the tropics, which meant we had to run our engine every third day. Here in San Francisco, we can run it all the time with two 49-watt Arco solar panels. The unit makes ice on the bottom and that's where we stored our meat. If you have more power, you can use the whole thing as a freezer.

The unit cost \$800 and we used it constantly for 3½ years with no problems. I've seen one that had gone around the world with no problems and two others that were doing great. That sold me.

38: Did the addition of refrigeration improve the quality of your cruising that much?

Norm: Oh yeah! We used to say we did 89° passages, meaning the air was 89°, the food was 89°, the water and beer were 89° — everything was 89°.

Having refrigeration enabled us to eat much better. We could keep fish we'd caught, store meat and keep produce fresh longer. But most important for us was that it gave us the ability to have cold water. We Americans like their ice water; it's rare elsewhere in the world.

38: What was your primary means of navigation?

Norm: Both Lois and I know how to do celestial navigation, but I can honestly say that we never did a celestial sight or plot during the entire seven years. We started our trip with the SatNav, which proved very reliable. In 1989, we installed a GPS aboard just before we went up the Red Sea. When we left in 1986, GPSs were brand new and pretty expensive.

As a practical matter, celestial navigation alone would have been an iffy proposition. It seems like every time we wanted to take a sight to stay in practice, we weren't able to anyway. In the Indian Ocean for example, you couldn't get sights because it was so hazy you couldn't get a horizon. We spoke with a German boat on the radio who told me he was lost because he hadn't been able to get a sight for days. When he finally spoke with a freighter, he found out he was way off course. The haze was even worse in the Red Sea.

38: Did you notice a significant difference between SatNav and GPS?

Norm: A big difference. We still used SatNav most of time, and then turned on the GPS occasionally to confirm or update.

I should say, however, that radar is my #1 navigation tool. I wasn't going to get one, but just before we left I bought a dirt cheap used Raytheon 1200, one of the very first raster scan radars. It doesn't have any bells or whistles, but it's worked every minute we wanted it to for the last seven years. We used it for 12 hours straight working our way through a fishing fleet, and we came up the coast 'with one foot on the beach' because we could rely on radar. I'm sure glad I decided to buy it.

38: What other equipment do you consider to have been crucial?

Norm: Our windvane for crossings. I'd go again without the GPS or SatNav, but not without the vane.

After that, the autopilots. We have an Autohelm 3000 that still works, but later upgraded to 4000 that is easier to set and works better. Since Cabo we've done a lot of motoring and the autopilot has been a big help.

Another important piece of equipment is a Ham radio. We added our Icom 735 after the first year and got our licenses the next year. I was told the automatic tuners don't work, but we got one anyway. I'd say it's essential and haven't had any problems with ours. I installed the radio myself and it wasn't too hard. The key is to have a good copper ground strap.

There are Ham nets all the way around the world. In places like the Philippines, Malaysia and Thailand, they might be pirate nets, but they fill a need where there are no 'legal' amateur nets.

Maybe the most important piece of gear of all, however, was the

THE LATITUDE 38 INTERVIEW:

dodger. It was so valuable that if I had it to do over again, I'd put on a hard dodger before we left — something durable that we could stand on.

Our soft dodger is still in fair condition after seven years, although the plastic windows have started to get cloudy. One thing we did learn is that U.S. plastic is best; the stuff you get in other countries isn't as good. I also designed a sailing awning that we had built in Australia.

38: The awning was for additional sun protection?

Norm: Yes. I think sun is the biggest health threat there is when you're out sailing. Not just to your skin, but your eyes, too. Dark glasses and a good awning are imperative.

We also used the awning to help collect rain water. It's made out of the same stuff as our dodger, which is truck tarp material. It holds up much better than Acrylon and other more common dodger fabrics. It also doesn't mold underneath.

Our awning is laced on and held in place with bungee cords, so removal is easy. The only time we ever had to take it off, though, was near New Caledonia. Peter Sutter said it was the worst storm he'd seen in 14 years; his dodger blew off.

38: You say you collected rainwater. Did you ever consider a watermaker?

Norm: No, the 12-volt models were just coming out when we left. I know everybody has them in Mexico — or is waiting for parts for them. We know of several boats that didn't leave for the Marquesas because they needed parts for their watermakers. Or at least that was their excuse.

But frankly, we didn't need any more fresh water. Our boat, which was pretty much stock when we got her, carried 90 gallons in three separate tanks, and that's always been enough. In fact, we've never had to dip into our third 30 gallon tank or the spare water jugs. We took showers every other day, usually with a Sun Shower. Each shower took about half a gallon.

38: The Tartan wasn't built specifically for cruising; does she float on her lines?

Norm: We were usually down four inches or more. It's a terrible thing to overload a boat as she just won't sail as well. But we've got lots of heavy stuff — like a 75-lb sewing machine.

38: What kind of sail inventory do you carry?

Norm: I have to disagree with the cruising sail inventory you suggested in a recent issue. I think it's better to carry fewer sails and a sewing machine. After all, it's not practical to carry a spare main in case the one you're using rips. And the main is the most important sail on the boat.

In any event, our inventory consists of a 163% genoa, 135% genoa, storm jib, storm trysail, main and cruising genniker. If we knew then what we knew now, we wouldn't have taken the big genoa.

Our 135% genoa was our primary headsail. When it got rough, I'd roll it up and use the storm jib on the inner headstay. The storm jib is big enough so we can sail to weather with it. I leave that sail hanked on almost all the time when at sea.

We went most of the way up the Red Sea motorsailing with the storm jib and a double-reefed main. With the wind and seas right on the nose, we'd be doing about 2 to 2.5 knots. The Red Sea is beautiful, but it's nasty trying to go north.

38: When we interviewed the Jessies, they reported that almost all their gear and equipment conked out after five years and needed to be replaced. Did you have the same experience?

Norm: The hull itself held up famously. No structural problems, although we did suffer the usual chainplate leaks, which are harder than the devil to find with water constantly coming over deck. I've learned the liberal use of silicon above and below deck keeps most of the water out.

We did lose 2/3 of our rudder in a storm in Tahiti that put eight other boats on the beach. We dragged anchor and were headed stern-first for the beach, too, taking a couple of good bounces off the bot-

tom before I was able to kedge off. As we motored out to re-anchor, I thought the boat felt sluggish. Later we discovered that only the top third of the rudder was still there.

I called a dealer in Seattle who said it had been made to do that — to partially snap off if it hit something, but still allow enough rudder to remain that you could steer. A friend found the rest of the rudder pieces in 45 feet of water, and we glassed it back together.

As far as gear, we're coming back with almost everything we went with. It's true that the white plastic in blocks can't take the tropics. It disintegrates after a couple of years. Inflatables disintegrate in three or four years. We started with one from West Marine and got decent service out of it. While in Taiwan we got a Sea Nomad. It's important to keep them covered from the sun, both while on deck and while in the water.

I also think it's important to have the inflatable inflated on deck while sailing. The folks on *Clam Bake* are alive because they carried theirs inflated on deck. (As detailed in a May, 1993 *Latitude* article, *Dee and Marshall Sanders' Tayana 52 Clam Bake was rammed and sunk by a freighter off Puerto Vallarta in March* — Ed.)

As far as our electronics, the SatNav worked non-stop until we got back to California, so it now needs repair. The Magellan GPS went down twice. The first time they repaired and updated it. The second time I complained they replaced the whole bottom unit — free. What fantastic service! It now gets fixes faster than ever.

38: How did your sails hold up?

Norm: We replaced our North Sails three years into our cruise — at which time they were eight years old. They were still good, but I was starting have to do major seam repair after every crossing. I sure can't complain about them. The 163% North genoa is still good as is the cruising genniker.

We didn't use the genniker too much. When we did use it, it was a fantastic sail — except for a few disasters. It can be hard to get up or down and you have to watch that it doesn't hourglass. But we had a beautiful sail from New Zealand to Tonga where we carried it for 48 hours straight. The boat was doing between six and seven knots, the vane was steering and the seas were flat. It was a great passage I'll always remember and the only time we left that sail up all night.

Anyway, we bought replacement Lee Sails in Hong Kong.

38: What engine do you have and how did it do?

Norm: We have a Model 50 Westerbeke four-cylinder, 41 h.p. diesel. It's about the most fantastic engine on the ocean.

The only problem is getting parts from the States. You really have to have somebody back here. Then you have Emery, Fed Ex, DHL or somebody air ship them to wherever you are. We were in Noumea and couldn't get parts for the engine, but using an air shipper we had what we needed in four days! It's not cheap, but the cost is immaterial. And as long as the package is marked "Yacht in transit", you shouldn't have to pay duty.

The boat carries 50 gallons of fuel and that's been plenty for us. I carry another 10 gallons of diesel in jerry jugs, so we have a separate backup just in case. If I knew we had to motor upwind for a long time, such as in the Red Sea, I'd carry enough jugs to double our capacity.

38: Did you have mostly off the wind sailing?

Norm: Our first year was something of a disappointment with regard to points of sail. We tried to make the Tuamotus from Hawaii, but it was just too hard on the wind, so we fell off to Bora Bora. About the only fair wind sailing we had the first year was from Samoa to Fiji and Fiji to New Zealand. Our later sail to Australia was also off the wind.

Our Indian Ocean crossing from Sri Lanka to Aden was the best: 15 knots of wind, flat seas, favorable current and mild weather — just fabulous. We saw beautiful sunsets, whales, dolphins and birds, and caught lots of fish. This very best, however, was followed by the Red Sea, the very worst. I'm glad I did that, but I wouldn't do it again.

Unlike most cruisers we talked to, we had fairly good sailing in the

NORM AND LOIS ANDERSON

Med, which normally varies from unpredictable to nonexistent winds. Crossing the Atlantic was all off the wind, another fabulous sail. All in all, we probably had off the wind sailing 50% of the time.

At this point, Lois arrived and joined in the interview. We directed the next question to both her and Norm.

38: Once you began your cruise, how long did it take you to be comfortable on the ocean?

Lois: I'd say it took two years. We learned a lot from the challenges we experienced in the first 24 months.

Norm: Actually, we learned the boat could take just about anything the ocean dished out on the first four or five days of our first passage. We rounded Cape Flattery and were hit by a gale that continued for three days and three nights. The boat really took a pounding, and at times sounded like it was going to come apart. But finally I bore off and she was fine. We were damned uncomfortable, and scared. But from then on, I figured our boat could take the worst.

Lois: Those first few days in the gale were actually the worst weather of the entire seven years.

38: Did you ever consider turning back?

Lois: There was no turning back.

Norm: *Sisu*, our boat's name, is a Finnish word meaning 'determination' or 'the will to win'. It was the quality that got the Finns through the Russian assault on their border in World War II. We had promised ourselves we wouldn't turn back and we didn't.

In retrospect, we probably should have hove to in that first rough going. We did heave to in several subsequent gales. The motion becomes easy, the boat goes quiet and everything seems to be at peace. Usually I don't realize that we should heave to; Lois has to tell me. But in 35 knots of wind, we can be quite comfortable this way. The waves slap the quarter from time to time and we drift downwind at a little more than a knot, but we just put a light on and go to sleep.

38: Was there a main thing you learned in those first two years that gave you confidence?

Lois: We learned we could count on one another — and that's very important.

Norm: And to just be comfortable on the ocean. We now realize that it's the ocean passages that are easy and the coastal ones that are tough. When you come up a coast, you have to be very careful.

The first couple of years, it also took us a week or so to get ready for a passage. Now it takes us half a day.

Lois: I prefer the ocean to the coast also, except in bad weather.

38: How often did you have bad weather?

Norm: I think we only had about five gales; not quite one a year. The last one was after we left France last September.

38: What were a few of your favorite places?

Norm: We did 1,700 miles of canals in France and Belgium, which is a story in itself. We berthed at the Arsenal in Paris not far from the Eiffel Tower. It was terrific!

I liked Fiji and Palau was fantastic. The Phillipines were nice and not dangerous as some think. The people are wonderful and generous and there aren't any pirates. In fact, on Lois' 59th birthday, 15 Filipinos came out at daybreak in little canoes and serenaded her with songs and guitars. She was lying in her bunk when she heard them sing 'happy birthday'. It was really special for her.

Lois: I liked Australia for the animals, birds and friendly people. But home is best of all. I've liked it best from San Diego on up.

Norm: San Diego was a great landfall. It was really special coming home.

38: Were there places you *wouldn't* go again?

Norm: We wouldn't go back to the Atlantic side of Morocco. The ports are small and busy and the people treat each other poorly. I don't think any of them know how to drive boats, they just ram each other. At one port there were seven yachts rafted up on three stern

anchors. A little shrimp boat came by and took out all the anchors, causing all the boats to swing into the stone walls.

38: If someone wanted to start cruising at 55 or 60, how would you advise them to prepare?

Norm: I'd tell them to start in small boats and get some cruising experience by chartering. It's also very helpful to make passages on other boats to get a feel for things.

Not everyone does this, of course. We met a couple — the guy had polio — who just took off without any experience and made it. But we think it was easier the way we gradually worked up to it.

I also think it's important to know celestial navigation — even if you never have to use it.

38: What about mechanical skills?

Norm: You need to be practical and familiar with your boat and engine. Ideally, you need to have maintained your boat and engine for several years before you leave, by which time you'll have found and remedied most of their idiosyncracies.

We owned our boat six years before we took off. In the subsequent seven years of our circumnavigation, we didn't have any of what I'd consider to be 'major' problems. About the worst that happened was when we backed the shaft out two days out of Bonaire. If you can believe it, we jury-rigged it with hose clamps and epoxy. We hauled at the Panama Canal YC and had them repair the shaft at a local machine shop. But then it sheered off shortly afterwards on the Pacific side of Costa Rica near Isla Gitana. We were going to haul at Puntarenas, but Hams told us there would be a month's wait and suggested we haul out on the grid at Gitana. It's reef strewn so we were concerned, but the Hams guided us in.

Once on the grid, we pulled the shaft out and I took the ferry to Puntarenas. For \$120 I had a new shaft built that's lasted ever since. It had cost me \$150 for the bad repair job in Panama!

38: How old can you be and still cruise — if you haven't before?

Norm: I wouldn't put an age on it, but you do need to be physically capable. We're glad we went when we did. With the experience we now have, we could cruise for many more years. We handled and hauled all our own water, diesel, the dinghy, the engine and so forth, as well as groceries and laundry — it's physical!

Lois: Cruising is definitely good for your health. We both feel younger than when we left seven years ago.

One example that comes to mind about how long it's possible to cruise is John Lavery and his wife. They've been cruising *Sitisi*, the 46-foot cutter they built in Sausalito, for the last 20 years. We heard John just died in Africa at age 80.

38: Are you happy with your boat's size?

Norm: Yeah, it's a good size for sea and for the two of us to handle. When we're in port or an anchorage, we wish she were a Peterson 44. We've buddy-boated with three of them and have been impressed. We also like the Trintella 38, a huge boat for her size — almost as much room as the Peterson 44. The Stevens 47, such as Dick and Lona Wilson's *Kite* from Modesto is a beautiful boat. I served as a line handler helping them through the Canal. But with boats that size, we'd have to have another crew member and we're really not interested in that.

38: Do you have insurance?

Norm: We're insured with Lloyds. We have a kind of special case because we're able to cruise with just two and get good rates. We got it because I wrote up a 'resume' about our safety equipment and experience.

38: What do you figure it's cost you?

Norm: You spend what you've got. It's cost us between \$800 and \$1,500 a month — and that includes going out to eat and otherwise enjoying ourselves.

38: You've enjoyed yourselves?

Lois: It's been fantastic!

— latitude 38

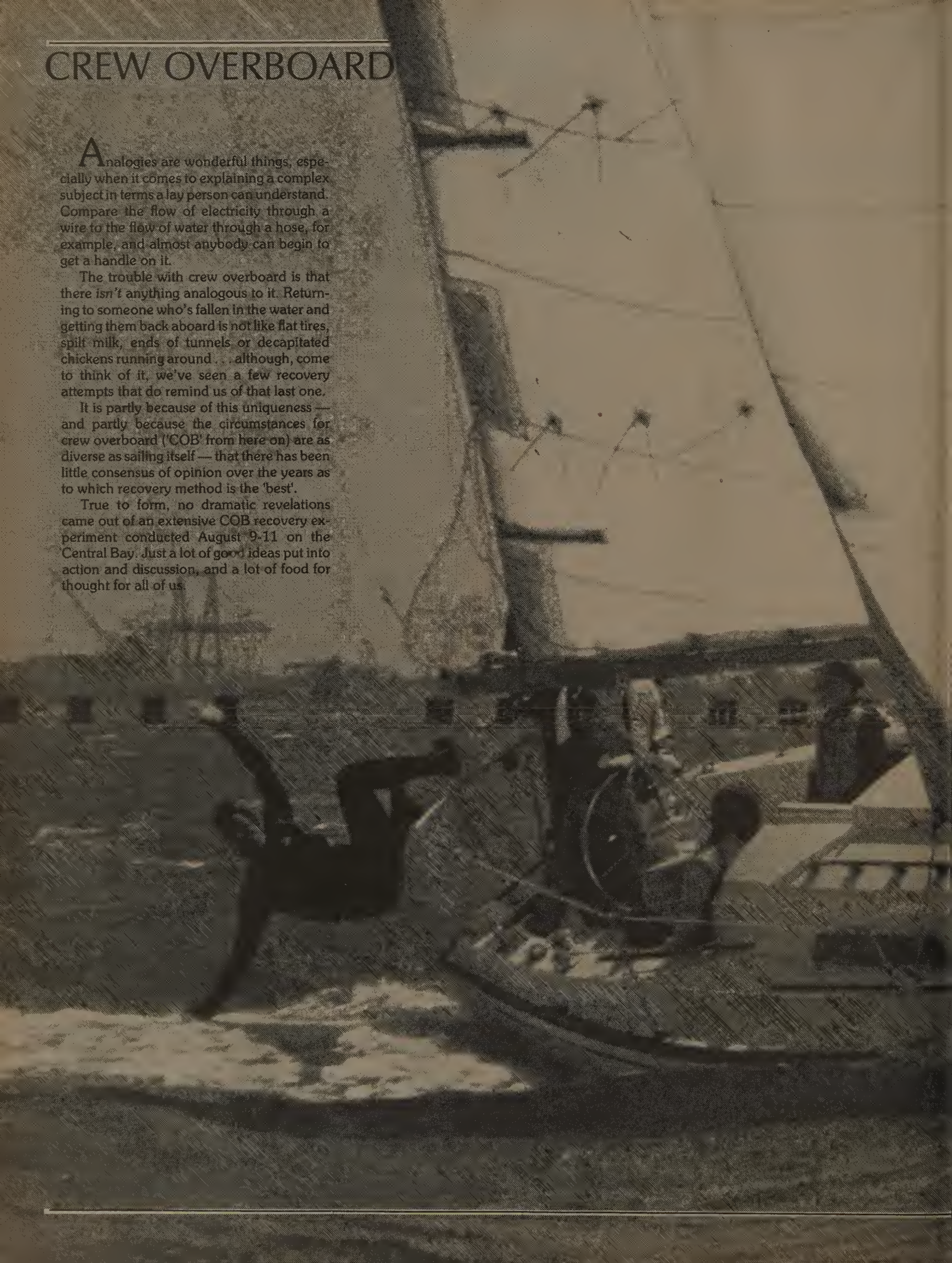
CREW OVERBOARD

Analogies are wonderful things, especially when it comes to explaining a complex subject in terms a lay person can understand. Compare the flow of electricity through a wire to the flow of water through a hose, for example, and almost anybody can begin to get a handle on it.

The trouble with crew overboard is that there *isn't* anything analogous to it. Returning to someone who's fallen in the water and getting them back aboard is not like flat tires, spilt milk, ends of tunnels or decapitated chickens running around. . . although, come to think of it, we've seen a few recovery attempts that do remind us of that last one.

It is partly because of this uniqueness — and partly because the circumstances for crew overboard ('COB' from here on) are as diverse as sailing itself — that there has been little consensus of opinion over the years as to which recovery method is the 'best'.

True to form, no dramatic revelations came out of an extensive COB recovery experiment conducted August 9-11 on the Central Bay. Just a lot of good ideas put into action and discussion, and a lot of food for thought for all of us.



— THE TEST

The August testing was arranged by John Connolly, the head sailing instructor at Sausalito's Modern Sailing Academy. John has been sailing for 32 of his 46 years, and has owned many boats, both monohull and multihull. He has been teaching for only 3½ years, which he considers an advantage.

"Because I wasn't part of the establishment, I tended to come into these programs asking, 'Why?'" he says.

Last fall, after having taught and observed hundreds of traditional COB recovery methods, he began experimenting with a new maneuver for returning to a person who

had fallen off a boat. As well, he worked on simplifying a known method for getting that person back aboard.

The first maneuver was eventually dubbed the Fast Return, which John found easier to do and easier to teach than the more traditional methods — plus it got the boat back to the victim more quickly. The method has made converts of many who have tried it, and it has since become a part of the curriculum in several of MSA's sailing courses.

The back-aboard trick is the 'elevator' method. It, too, is simple, easy to teach and requires no special equipment to employ or deploy. (See photos and diagrams accompanying this article for further explanations of all methods mentioned.)

Connolly arranged the August testing to see how the Fast Return stacked up against the 'Big Two' — the widely-taught and highly regarded 'Figure Eight' and 'Quick Stop'. The

Staged, funny — yet still a bit unnerving — a 'victim' goes over the side in recent test of crew overboard recovery methods.



CREW OVERBOARD



The Fast Return (upwind): **1)** Man Overboard! Flotation thrown, slow six-count starts (one-one thousand, two-one thousand, etc.). **2)** Helmsman immediately turns onto a broad reach, while crew prepares for tack and recovery. **3)** At roughly the count of six, the helmsman tacks quickly, **4)** leaving the jib cleated. **5)** As the tack is completed, the boat continues downwind to a broad reach. **6)** Once the boat gets downwind of the COB, the jib is blown, helmsman turns back upwind and the main is feathered as he pulls alongside victim. *Advantages:* quick to learn, easy to do, stays close to victim, good for novice as no jibes or difficult steps are involved. *Disadvantages:* Done properly, it needs to start as soon as victim falls in the water. In real life, there may well be a delayed reaction.

elevator method would be evaluated against another well-known recovery system, the Lifesling.

The Figure Eight is as old as God, and may in fact have been invented by Him. The Quick Stop was developed about 15 years ago by the Seattle Sailing Foundation following a tragic accident. A man and his wife were out sailing their Thunderbird around Puget Sound when the more experienced man took a tumble over the side. (According to statistics, this is much more

person in the water quickly and efficiently. The second method, nicknamed the 'Circular' Quick Stop, was developed specifically for shorthanded situations. When used with a then newfangled piece of gear called the Lifesling, the Circular Quick Stop also proved effective both in terms of securing a COB to the boat, and getting him back aboard — even by one person.

Although the Fast Return, Figure Eight and Quick Stop(s) require different actions and reactions to perform correctly, they share important points in common. First, all seek to position the rescuing boat just to weather of the victim with little or no way

on. (The one exception to this is very rough conditions where a boat to weather could bounce on top of the COB).

Second, all maneuvers are meant to be supplemented by the same immediate on-board reactions: the 'Man overboard!' hail, throwing as much flotation as possible to the victim, and *assigning* (not requesting) anyone not involved in maneuvering the boat to point — and keep pointing — at the victim until he's back aboard.

And third, all three methods get the boat back to the COB *using sails only*. Switching from sails to engine power in a crew overboard recovery situation is considered by most experts to be the *worst* thing you can do (despite what authorities such as

"Get back quickly and smother me with things that float."

likely to happen than the other way around.) The wife managed to get back alongside, and even to grab hold of her husband. But because of his weight, she couldn't get him aboard. As her strength waned, his was sapped by the chilly water. Eventually, she had to let go and watch him slip beneath the surface.

The Quick Stop was developed the next year, and almost immediately 'siamesed' into two separate but similar maneuvers. The 'straight' Quick Stop returned a boat to a





Chapman's tell you.) It generally takes longer, and in the confusion of dropping sails, the chances of getting lines wrapped in the prop are astronomically increased. It is also more dangerous to the person in the water. A few years ago, the Seattle Sailing Foundation recorded details from eight actual COB cases where the engine was engaged. The results: five fouled props, one fatality — and no rescues.

Conditions for the August test were classic San Francisco Bay. Twelve to 20 knots of wind ensured that this would not be any namby-pamby flat water exercise, but a real test of what was possible in a bit of

breeze and chop. Tests were conducted in three different areas: the Cityfront, the Berkeley Circle and under the Golden Gate Bridge.

Five different types of boats ranging from a J/24 to a Catalina 36 were used, three of which were on the water at any one time. Crews ranged from experienced sailors and sailing instructors to just-graduated sailing school students. On Monday and Tuesday, the Fast Return, Quick Stop and Figure Eight were put through their paces repeatedly using either dummies or live volunteers (or 'fake dummies' and 'real dummies', as they were referred to more than once). Wednesday, the last day of testing, was reserved for a comparison of the Elevator Method vs. the Lifesling.

Although testing was geared mostly toward crewed sailing, a number of short-handed recoveries using all techniques were also completed. (In this case, although there were other people aboard, the helmsman was required to complete the entire rescue by himself.) Recorders on each boat jotted down data on every recovery, and a chase boat coordinated, photographed and videotaped the action.

As impressive as the organization of the tests were the experts who gathered to judge them. In addition to Connolly, local sailing instructors David Forbes of Club Nautique and Phil Shull of Olympic Circle Sailing Club were in attendance. Also flying in were Jack Lidral of the Seattle Sailing Foundation, Howard Wright of US Sailing (he's also West Marine's Lifesling product manager), Harry

Munns of the American Sailing Association, and Paul Miller of Southern California's Cal Sailing Academy. Paul developed many of the teaching methods currently used in sailing instruction, and is considered by many to be the father of West Coast sailing

WORTH A TRY

Having been gathering materials for this article for about three months now, we're astonished at the number of recovery methods that have been published over the years. Even more surprising was how many times the best-known of them have been portrayed incorrectly in national magazines and well-known books. (None were huge mistakes.) Another tendency: complicate a simple maneuver to the point that it's almost incomprehensible. Earlier this year, one magazine actually broke the Quick Stop into 12 steps!

Our point in bringing this up is twofold: none of these maneuvers are extremely difficult to learn — and none of them can be learned simply by reading. You have to get out on the water with someone who knows what they are doing, and go from there.

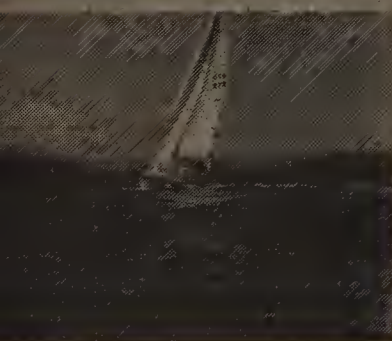
So please don't construe the illustrations, descriptions or photos in this article to be 'how to's'. They aren't. We haven't gone into details regarding points of sail, wind strength, boat sizes or moon phases, either. Our representations are intended only as brief overviews of the methods tested so you'll know what the heck we're talking about in the article.

schools.

Finally, there were a few limitations assigned to the tests: all victims would be



The Figure Eight (upwind): 1) Man Overboard! Flotation thrown; 2) Helmsman goes to a beam reach for, in the words of one instruction book, "long enough for the crew to get prepared (about 100 yards)"; 3) Tack; 4) Fall off to broad reach until you're 5) to leeward of victim. Then slack the jib, go to close reach using main only. 6) Slack everything to stop to weather of victim. *Advantages:* May allow crew and boat more time to get ready for effective rescue. *Disadvantages:* takes longer, more 'stuff' to remember, several judgment calls necessary, gets farthest from COB of three methods tested. (Note the distances from the COB in this maneuver compared to those for the Fast Return above.)



CREW OVERBOARD

assumed to be conscious and able to grab flotation and lines (statistics indicate the vast majority of COBs are); all volunteers were strong, healthy male specimens wearing wetsuits and lifejackets (and were therefore not your typical COBs); and only working

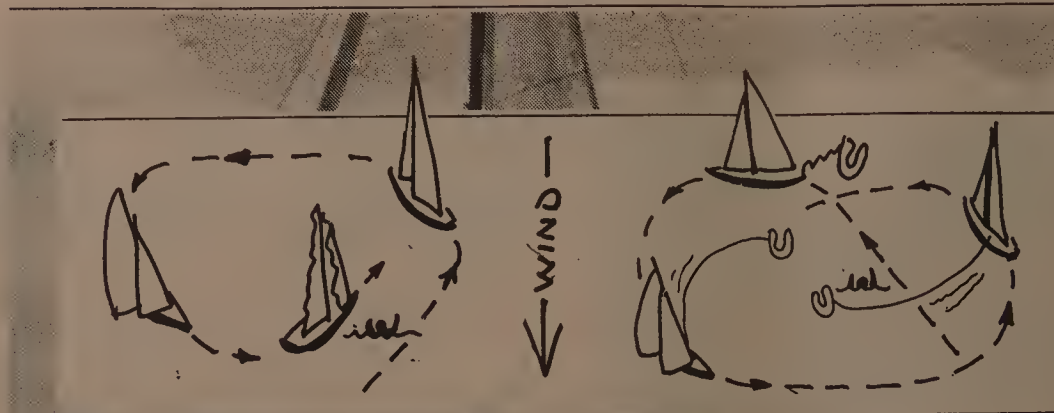
Crew overboard recovery doesn't have to be pretty, just effective.

sails would be used — no spinnakers.

As we said, the testing went on non-stop for three days — upwind, downwind and sideways for up to six hours a day. We were there for two days of it. We also had the opportunity to talk individually with most of the testers, and to participate in a round table discussion of return methods that was held Tuesday night. By Wednesday, we had witnessed more splashdowns than NASA, and felt as qualified as any of the other COB-saturated novices in attendance to come up with the following observations:



1) All three return methods, if practiced to perfection, work terrific. And by the end of the last day, all skippers were making even the textbooks look lame. In the hands of practiced crews, differences in the effectiveness of the three methods are so minimal



The **Quick Stop** return (illustration, upper left) differs slightly from the '**Circular Quick Stop**' (right illustration), which is used with the **Lifesling** system. In the former, the boat ends up stopped beside the COB and the crew effects the rescue method of their choice. The latter is a maneuver and retrieval method rolled into one. The Lifesling is deployed as quickly as possible and the boat performs a 'circle the wagons' maneuver (spread) until the COB can grab the floating line or the sling itself. Once attached, it's an easy matter of hauling the victim to the boat (top photo), even from several boatlengths away. When used with the optional tackle system (left), you could raise sunken battleships with the Lifesling, much less people. **Advantages** (Quickstop alone): stays close to COB, relatively easy to learn, second quickest method tested. **Disadvantages**: Includes a jibe, and judgment call as to when to tack after the jibe. **Advantages** (Circular Quick Stop): 'all in one' system, maneuvering need not be as precise as other methods, may be easier for inexperienced singlehander (wife, girlfriend, etc.) **Disadvantages**: Takes forever compared to other methods, Lifesling is expensive to buy, absolutely requires optional tackle system, takes practice to rig and operate Lifesling.

as to be irrelevant.

2) In the real world, how many crews practice such maneuvers ever, much less to perfection? Not many. So for the vast majority of weekend warriors, it seems to us that the 'best' method is the one that's the easiest to learn, do and remember, which in this case is the Fast Return. That it is also the quickest way back to the victim is icing on the cake.

3) Frankly, we weren't all that impressed with the Lifesling, at least as used with the Circular Quick Stop. Although the concept is solid (see photos), the maneuver does work and the floating harness arrangement works primo, we noticed a few stumbling blocks. First, it seemed to us that it would be quicker to toss the Lifesling as a supplement to the Figure Eight, Fast Return or even the 'regular' Quick Stop rather than go through the whole Circular Quick Stop maneuver —

which sometimes went within an arm's length of the victim downwind but didn't pick him up until later.

Second, in terms of how quickly the victim could be plucked from the water, Circular Quick Stop took centuries compared to any other return maneuver and the Elevator Method (or the COB simply muscling himself up). The quickest Circular Quick Stop took more than 10 minutes, from the time the victim fell in until he was back on deck. The Fast Return/Elevator averaged 3 minutes. With practice, some boats were able to complete it in less than 1 minute.

Third, none of the recovering boats were able to get the person in the Lifesling out of the water using halyards alone — even with winches. All required a special tackle arrangement made by Lifesling — but which does not come standard with the system. It's an extra-cost option.



ALL PHOTOS LATITUDE/JR
EXCEPT AS NOTED

scious or otherwise incapacitated person back onto the boat. We just wouldn't use it with the Circular Quick Stop.

4) For conscious, ambulatory COBs, the Elevator Method provides a quick, easily rigged solution to negotiating a high freeboard. For lower freeboard boats, adrenaline seemed to be more than adequate.

We now give equal time to some opposing views. Several excellent points were made either against the Fast Return, or in favor of other methods. David Forbes of Club Nautique, for example, felt that the Figure Eight gives a crew and helmsman more time to prepare for a proper rescue the first time — rather than slamming into a Fast Return and coming up to a COB before anyone's ready to help him. It was a point well taken that the person in the water didn't have to wait *that* much longer for the Figure Eight. Paul Miller and Jack Lidral also commented that, in many ways, the Fast Return is almost too fast to really be effective for a crew that's not expecting it. That's another good point: what crew is really tuned in enough to react immediately when somebody falls overboard?

With all due respect to these opinions, it seems to us that even if you botch a Fast Return (either by losing way before you get to the COB or being too far to windward of him), you'll still likely end up close enough to throw him everything but the galley sink. Once he has flotation and is attached to the boat, just reel him in. COB recovery doesn't have to be pretty, just effective.

Of particular interest, at least to us, were the comments of the 'victims' of the test, Scott Clinton, John Feraday and Andrew Howell, who collectively fell off boats some 120 times over three days. While the discussions among testers seemed at times to veer away from the guy treading water and toward subtleties of boat handling or whatever — whenever a victim spoke, it always brought the conversation back to two main themes: flotation and distance from the boat.

"I had on a wetsuit and lifejacket, and I have to say I still felt *real* anxious when the boat got far away," said Feraday, echoing his fellow victim's comments. (Distances from the COB averaged two to three boatlengths in the Fast Return, three to four in the Quick Stop, and as many as six or more in the Figure Eight.)

"Secondly, as a diver, I'm used to cold water. But for someone who's not, cold water will take you down fast. Getting flotation to someone overboard is imperative.

"Third, when it started to get rough out there, having a boat coming right at me was hairy, very hairy. In heavy seas, I think I'd actually be more comfortable with the boat standing off a bit and having lines and flotation thrown over to me."

By happenstance, the only 'real' victim in at the Tuesday round-table was *San Francisco Chronicle* writer Kimball Livingston. He related the story of falling overboard when two boats collided during pre-race maneuvers on San Diego Bay in the early '70s. It was a midwinters race, so he went in with full foulies, seaboots and cold weather gear — everything but a lifejacket.

Both boats were too damaged and tangled up to come back for him, so a third boat effected the rescue. But it took them several bungled attempts before they got it right (tossing a line that sank, for example). His preferences: "Get back quickly and smother me with things that float."

Conclusions? You've already read most of ours, but remember, they pertain only to this particular set of tests. We haven't seen any comparisons run in a big ocean swell or at night, so we don't know whether any factors there might dilute or accentuate



The Elevator Method uses a piece of line (such as the dockline in this photo) and a winch. That's it. Fix one end around a cleat aft, wrap the other around a winch. Drop enough slack into the water that the COB can get a foot or knee into it and grind away. It's a little hard on bare feet, but otherwise works surprisingly well.

the effectiveness of any method. Also, we don't have anywhere near the COB recovery experience of any of the professionals who

With the block and tackle, however, there's no disputing the Lifesling's capabilities. It lifted even 225-pound 'victim' Scott

Switching to engine power is considered by most experts to be the worst thing you can do.

Clinton out of the water with no fuss and no bother. There probably is no better system for getting an injured, hypothermic, uncon-

CREW OVERBOARD — THE TEST

were present at this shindig. So weigh our opinions accordingly.

Or, better yet, get involved yourself and make up your own mind. The next set of COB recovery testing is scheduled for October 11-13. It will be 'crewed' (free of charge) by interested COB novices as well as experts, and will include night and ocean recoveries. A preview of these tests — as well as a review and videos of the August tests — will take place at the Sausalito Cruising Club on Wednesday, September 29 from 7:30 to 9:30. If you're interested, call the Modern Sailing Academy at (415) 331-8250 for more information.

A few final points:

There was one aspect of this COB business upon which everybody agreed: *keep it from happening in the first place!* In addition to the basics (one hand for the ship, keep a low center of gravity on a heaving deck, kneel when peeing, wear a harness when appropriate, etc.), it also means wearing approved 'personal flotation devices' — lifejackets, folks — all the time when you're out sailing. That last point could not be stressed enough by anyone present.

We agree completely. We also freely



CHUCK SAUNDERS/FOTO FLOAT

Oh yeah — one more point about the importance of quick recovery times. . .

admit we'd rather fall naked into a shark frenzy with anchors tied to our toes than wear one of those orange monstrosities. Like most other sailors we know, we don't feel a whole lot different about the 'waterski'-style PFDs. Human nature being what it is, let's just all agree right here and now that it's much better to risk death than look uncool.

Fortunately, there are a few PFDs which are acceptable to the saltiest fashion hounds. Mustang's 'bomber style' float-coat and the Stearns line of CO₂-inflatable coats and vests are a couple. But sheesh, they're \$150! And what's everybody else on board going to wear — the dorky stuff? (Children and sail-

ing students don't count — you can make them do it.)

It seems to us that the 'secret' of getting people to wear PFDs is simple: make them look like they aren't, if you catch our drift. We encourage the manufacturers of PFDs to continue development of affordable 'invisible-til-you-need-it' clothing, and the Coast Guard to simplify their confusing PFD classification system. It's the only way we see for lifejacket use to someday become as automatic as buckling seat belts.

That's as good an analogy as any to end with. Remember, 20 years ago nobody wanted to wear seat belts, either. Think of all the lives that have been saved by making that 'uncool' practice acceptable.

— latitude/jr

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MEXICO PREVIEW '93-'94:

Although Northern California is certainly not the magnificent place to live it was 25 or even 10 years ago, it remains one of the world's best places to call home. Except in the chilly winter, of course, when the only fine thing about Northern California

Anybody
with a lick of
sense
and a boat
heads to
Mexico.

is that anybody with a lick of sense and a boat can be in salubriously sunny Mexico in a matter of days.

If you're like hundreds of other Northern California sailors who have worked hard and saved your dollars, you may be cruising to Mexico this winter for the first time. If so, this article is for you. Mexico may seem intimidating for first-timers, but if you're halfway prepared and know how to smile, it's truly 'no problema'.

The Boat

If you just bought a brand new half million dollar boat and equipped it to the hilt, good on you. By getting a rebate on the luxury tax, you should be able to afford everything you need.

But you don't have to be rich or own a luxury yacht in order to savor a winter in Mexico. Any decently maintained boat over 30 feet that was designed for the ocean should be adequate, and many voyagers have had delightful times aboard even smaller boats.

The truth is, the boat you now own is probably perfectly fine for a season in Mexico. If it isn't or you don't have one, you can pick one up for \$25 grand — or less. Just avoid wood and make sure it has a decent diesel and sturdy rig.

For couples and folks who've saved more money and appreciate a little more room, boats like Westsail 32s, Islander 36s, Ericson 35s, Union 36s, Valiant 40s, Cal 40s and the

like make fine Mexico cruisers. Depending on the boat and gear, you can pay between \$25,000 and \$100,000.

If you've got the money for boats like Gulfstar 47s, Tayana 52s, Swan 65s, bully for you. Bigger boats cost much bigger money, can be much bigger pains, and once in a while are a little more fun.

Remember, however, that the consensus of folks who have taken off is that you're a hell of a lot better off in a less expensive boat than you are in a coronary unit from working too hard to acquire a new Ultimate 59 with all the bells and whistles. So take heed and take off.

Know Thy Weather

Sailing in Mexico is predominantly light air stuff, which nonetheless doesn't mean you should head south with just a 170% genoa and a main without reef points. While the cruising season starts on November 1 — just after the hurricane season has theoretically ended — you can still get nailed while heading south along Baja or when crossing the Sea of Cortez.

And while most of the storms blow down from the north, there are usually a couple of days a month through the winter in which storms blow up from the south. Since you'd be beating into it rather than running with it, and since there are less anchorages protected from the south, you really want to avoid southerly blows.

So while you're likely to enjoy mostly light air sailing — especially once you get over to the mainland — you must be prepared for the possibility of heavy weather. Do the smart thing then, by practicing double and triple-reefing your main, setting a storm sail and heaving to. Furthermore, study Jack William's *Baja Boater's Guide, Volume One*, to know where to hide from blows from the north and from the south. There are only a couple of all-weather anchorages along the Baja coast.

The Gear

One of the joys of cruising Mexico is that you can have a great time with hardly any gear. Load on a Sea Swing stove, GPS, a *ChartGuide West*, a little food and water, and a small inflatable — and you're pretty much set up to have the time of your life. There's much to be said for simplicity — especially if you're young, don't have many pesos, and haven't had back surgery.

Most cruisers are a little older, however, have busted their butts to afford such a trip, and have come to appreciate a few comforts.



As such, we suggest the following gear in order of importance: 1) Diesel engine. 2) Watermaker. 3) Refrigeration. 4) High-output alternator. 5) Quality dinghy. 6) Quality outboard that will make the dinghy plane. 7) Autopilot.

Sure, this stuff might jack up the cost of outfitting considerably, and it will require more maintenance. But it shouldn't be that much of a problem. Nowadays, many boats are already equipped with lots of the gear, so the expense may not be as great as anticipated. And if done on a timely basis, maintenance can be a pleasure rather than a burden. Besides, look what you gain:

Reliable propulsion. Unlimited fresh water and hot showers every night. Cold beer. Food that stays fresh. Sufficient electrical power. A 'hot rod' to take you to and from shore and for exploring. And, freedom from the tyranny of the helm. While not necessary, such gear dramatically increases of the quality of life for those on the shady side of 40.

Sails & Such

There's no necessity for an extensive sail inventory when headed to Mexico. One storm sail, a 110% and a big light air genny are all that's really needed. Gennikers are indispensable if you hate the rumble of the diesel. Spinnakers are a must for those who thrill to speed — and/or spinnaker flying.

You don't have to have roller furling for

CRUISING THE CERVEZA CIRCUIT



From north of Cabo (spread), all the way to south of Z-town (inset), Mexico offers some of the world's most enjoyable cruising.

your headsail — we never did the four years we had our previous boat in Mexico. But if you've got the money, we think roller furling is not only a great convenience, but by virtue of keeping you off the foredeck, a great safety device, too.

Ground Tackle

Perhaps the biggest shock first-time cruisers experience in Mexico is that they're no longer securely tied to a dock. While a little unnerving at first, anchoring out is not only cheap, it's also addictive. Provided, of course, you're got adequate ground tackle.

Don't cruise Mexico without two anchors that are a size or two larger than recommended for your boat. And for God's sake, know how to set the things! We've only used Bruces and CQRs, but only because they've never failed us. Other types may be as good.

An oversize anchor alone won't let you sleep well at night; you must also have lots of oversize rode. Folks with lighter boats often favor a short length of chain attached to a lot of line. We prefer all-chain because of the catenary effect and because you don't have to switch gypsies with the anchor half way up. Either way, there's no such thing as having too big an anchor or too much rode when it blows hard.

Remember, too, you'll want some kind of snubber — three-strand nylon line is great — for those nights when the rode gets jerked hard. The Cheoy Lee 48 Clipper *Shiloh* might not have gone on the rocks at Turtle Bay last year had she been equipped with one.

If you've got a small boat, you can pull the anchor up by hand or with an assist from the main halyard. If you're most other cruisers, you use either a manual or power windlass. If you've ever had to re-anchor three or four times in one night, your back and heart will bless the day you invested in a power windlass.

No matter what you do, don't skimp on any part of your ground tackle, because it's what's going to keep your boat off the rocks. *Please underline this paragraph.*

Safety & Such

Speaking of safety, you've some decisions to make. Do you spring for a liferaft — they're mucho expensive — or do you rig your dink up to double as a liferaft? A third option is to rent a liferaft for the trips up and down the coast. This potentially life and death decision is all yours.

While not a necessity, we highly recommend carrying a '406' EPIRB. They cost \$1,500 or more, but they let the Coast Guard know exactly who you are, where you

are and that you are in distress. The Coasties take '406' signals very seriously and respond immediately. We don't recommend Class A and Class B EPIRBs, which are less effective and are notorious for being false alarms 95% of the time.

Goodies For Those With Thick Wallets

Radar. Many experienced cruisers consider it to be a more useful navigation tool than GPS. But don't expect to just turn it on and become an expert operator. It takes practice to learn how to tune it optimally for given weather conditions and to accurately interpret what appears on the screen.

Many believe that ham radio is one of the most desirable safety and social tools you can have on a cruising boat. This is not quite as true when harbor-hopping down the busy coast of Mexico as when sailing alone across the vast Pacific, but they're still good to have. It's best to buy a SSB that also has the ham frequencies. Make sure it has a built-in tuner, too. The one we bought didn't, and we've regretted it ever since.

Heading South

Back in the '70s and early '80s, marine businesses cared little about Mexico-bound cruisers. That way of thinking has become history, however, as more sailors have decided to head south. There are now a plethora of events and specials aimed specifically at cruisers headed for manañaland. Here's a partial list:

October 5, Latitude 38's Mexico Only Crew List Party, at the Golden Gate YC's gorgeous new clubhouse on the Marina in San Francisco. The hours will be 1800 to 2100. They'll be lots of people, chips and salsa — and *Some Like It Hot* California to Mexico Cruiser's Rally T-shirts as door prizes. (415) 383-8200.

October 9, Coast Chandlery's "Some Like It Cheap" Swap Meet and Pancake Breakfast, Anacapa Isle Marina, Oxnard. The hours are 0800 to 1500, and as honored guests, Mexico-bound cruisers won't have to pay the \$15 entrance fee. Want a further enticement? Coast will be passing out discount coupons to *Some Like It Hot*'ers for their chandlery in Cabo San Lucas. The address is 3600 South Harbor Blvd, Channel Islands Harbor, and yes, there will be a rock 'n roll band. Call Steve at (805) 985-0541.

October 10, "Anchoring Techniques and Weather Patterns at the Channel Islands" is the title of a talk to be given by Mike Pyzel at the Pierpont Bay YC in Ventura. The anchoring tips will be just as applicable for Mexico. Call Mickey at (805) 985-6035.

October 15-17, Catalina Cruisers' Weekend at Two Harbors. Hosted by

MEXICO PREVIEW '93-'94:

former Northern Californian Doug Owen, this event features everything from swap meets to cocktail parties to seminars. There are charges for certain aspects of the event. Call Doug at (310) 510-2683.

October 23, Minney's Marine Flea Market & Cruiser's BBQ, Newport Beach. Good trading and good times at Josh Slocum's restaurant on the Pacific Coast Highway. It's free and it's for this year's cruisers only. Phone to reserve your participation now! Call Ernie at (714) 548-4192.

Newport is a fun, friendly place, so we suggest you plan on staying a few days. Moorings are \$5/night, anchoring is free.

October 28, Almar Marina's Adios Amigos Party hosted by the El Torito Restaurant adjacent to Cabrillo Isle Marina in San Diego. The folks at Cabrillo Isle want to wish you *bon voyage* and give you an advance welcome from their sister marina in Cabo San Lucas. Call Mickey at (805) 985-6035.

October 30, Pacific Marine Supply's Cruiser Kick-Off Party at their store on San Diego's Shelter Island. The granddaddy of them all attracts so many that it's limited to this year's cruisers who sign up in advance. Call Pat now at (619) 223-7194.

November 6, Downwind Marine Supply's Cruiser's Potluck on the beach at Shelter Island. An afternoon affair, they supply the dogs and burgers. You bring a dish and something to drink. Call Chris at (619) 224-2733.

When we brought our boat up from Mexico in June, a member of the San Diego



TIM TUCKS

You know you're in Mexico when you start trying to share your 'sundowner' with sleeping dogs.

Island, but with local marinas offering such good deals, you want to think twice about rocking your brains out to save a few bucks.

Something New And Great!

After years of anemic participation in their November races from Long Beach to Cabo San Lucas, the Long Beach YC decided to do something radical: add a real Cruising Class to the event.

There are huge differences between the Cruising Class — which starts on October 31 — and the racing divisions — which don't start until November 5 and 6. The Cruising Class will have two stops. The first is 432 miles down the course at Turtle Bay. After starting again on November 5, the fleet will sail 240 miles to Bahia Santa Maria. The last leg will start on November 8, taking the fleet the remaining 180 miles to the finish line at Cabo.

Given the huge head start and the vagaries of the weather, it's entirely likely that somebody with a Passport 40 or Hunter 42 might cross the finish line ahead of, say, Roy Disney's Santa Cruz 70 super sled *Pyewacket*. Sure it would be a bogus victory, but if you phrased the claim cleverly, there could be an element of truth that over the years could evolve into a cool legend.

"I'd do it," you're saying, "but I've got a three-bladed fixed prop, small sails, carry a dinghy on davits, need to use my autopilot and don't want to be flopping out there if there's no wind or if it's blowing a gale."

Perfect! As you'll see, this Cruising Class was designed precisely with you in mind.

First off, you get an extra six seconds/mile for your prop, another 12 seconds/mile for having small headsails, yet another 15 seconds/mile for carrying your dinghy on davits. You can also use your autopilot without penalty and would be penalized, not disqualified, for using your engine. Are you a liveaboard or have all chain ground tackle? Give yourself another 15 seconds/mile for each of these. Further, gennikers will be allowed but spinnakers won't. Lightish boats will be banished into the racing divisions.

In other words, this is an honest-to-goodness Cruiser's Class, with so many rating adjustments that nobody will be able to take the results very seriously. Count us among those who would rather luxuriate than 'white knuckle it' to Cabo. We're more than interested, we're signed up!

Long Beach YC officials reports that as of August 20 they've had 64 requests for entry information — at least half from folks interested in the Cruiser's Race. Based on the current interest, they feel they may get as many as 50 entries.

If you're on a budget, you might gulp at the \$400 entry fee. But if you've got four to six folks on your boat and everybody chips in, it really isn't *that* much. And it's going to be a hell of a lot more fun than making the Baja trek on your own. You'll meet a lot of great people on land and on the radio, there'll be pre-, during and post-race parties, and all kinds of other great nonsense that accompanies a group of fun-loving sailors on the move. Your wife or ladyfriend will go for the security in numbers rationale. Our sombrero's in the ring; we hope yours will be, too.

Call the Long Beach YC at (310) 598-9401 for entry information. By the way, if your *entire* crew doesn't show up at the starting line in full Halloween costume, stay out of range of our water balloons. *Olé!*

What To Take Down

Even if you're participating in the Cruiser's Race to Cabo, we urge you to bring stuff for our friends south of the border, particularly those in the most remote areas. Kid's clothes always top the list. Shoes of all types and sizes — just like the dozen in your closet your haven't worn in years — would be treasured by some in fishing villages. One ball and bat can make a community of kids happy. Pencils, pens and paper are greatly appreciated, as are school books. You'll get tremendous emotional rewards for making the little effort required to enrich someone else's life.

Dr. Robert Schemmel of Santa Clara reports that he and crew Ken Allison, Paul

Southbound Specials On Slips

Ballena Isle Marina, Alameda, 50% off guest slips from September 26-October 3. (510) 523-5528.

Ventura Isle Marina, Ventura, 50% off guest slips October 4-10. (805) 644-5858.

Anacapa Isle Marina, Oxnard, 50% off guest slips October 4-10. (805) 985-6035.

Cabrillo Isle Marina, Harbor Island, San Diego, 50% off guest slips October 24-November 6. (619) 297-6222.

Cabo Isle Marina, Cabo San Lucas, 50% off guest slips from November 22-28, on space available basis. 011-52-114-31251.

Chula Vista Marina, Chula Vista. Cruiser specials include flat rates of \$295 for under 40 feet and \$350 for over 40 feet. (619) 691-1860.

Mission Bay Marina, Mission Bay, San Diego. Special cruiser rate of \$6.50/ft for maximum of two months. (619) 223-5191.

Harbor Island West Marina, Harbor Island, San Diego. Special one month cruiser rate for berths 25 to 100 feet. (619) 291-6440.

Marina Palmira, La Paz Mexico. Special rates for cruiser at this full service — fuel, too — marina in Mexico. 682-539-59.

Harbor Police told us it was illegal to anchor anywhere in San Diego Bay except the South Bay. He persisted with this ridiculous falsehood until about the fifth time we called him on it. It's *still* legal to anchor off Shelter

CRUISING THE CERVEZA CIRCUIT

Bishop and Dave Wright will be headed south aboard his 45-ft ketch *Bounty* in a floating variation of the Flying Doctors that might well be dubbed *Medicos Marineros*. He could use more kid's clothes, medical equipment such as an autoclave or sterilizer, medicines and other supplies. You can reach him at (408) 244-6151 before he leaves in late October.

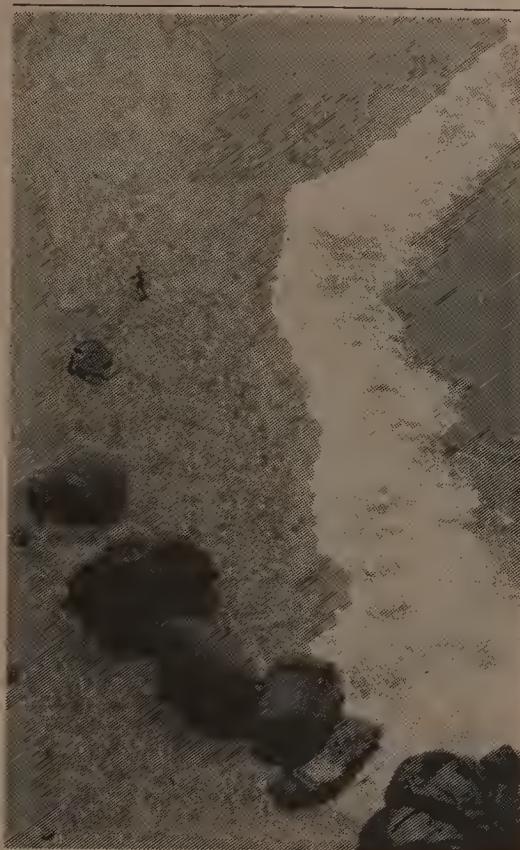
The Paperwork

You no longer have to check in with the Mexican consulate before sailing south of the border. All you need is five copies of your *Rol de Tripulantes* (crew list), passports or other identification for the entire crew, tourist cards for everyone (available through most travel agents) and your boat documentation. You're then okay until you get to your first port of entry, which is likely to be either Ensenada or Cabo. Once there, check in with Immigration, Customs, the Port Captain, and Puertos Mexicanos — in that order.

There are two reason you might still, however, want to check in first with the consulate in San Diego. First, word doesn't get around to Port Captains in Mexico swiftly, so they may not be familiar with the new rules. Crazy as it may sound, the more stamped papers you arrive with, the less trouble you're likely to have. Second, if you carry any fishing equipment, the boat and all crew members must have licenses. While you can get them a number of places, they are also available next to the consulate in San Diego.

When you arrive at the port of entry, you might well want to pay a marina or agent to do the Immigration-Customs-Port Captain-Puertos Mexicanos shuffle. Cabo Isle Marina will do it for about \$20 plus taxes. Unless you're on a severe budget, we recommend you have a beer and lay on the beach while they spend the day chasing around taking care of it. But establish a price first, as some

TIM TUCKS



You know you're in Mexico when you've got a beautiful, huge beach all to yourself.

you keep the boat in their marina while you're gone, but it's hard for them to keep track. Check with various marinas for details.

Cabo San Lucas

What to do with your boat when you arrive in Cabo? You can anchor out, which is the cheapest, but very inconvenient and often roly. You could grab a mooring buoy; the Hacienda rents them for \$15/night. But one caution about the outside anchorage and mooring buoys. They do not offer complete security in bad weather. In 1982, a not-so-strong blow from the east put 30 boats up on the beach. And just last month the 47-ft ketch *Elizabeth II*, moored bow and stern to Hacienda buoys, broke loose in 30-knot winds from distant hurricane *Hillary*. She went on the beach and is presumed to have been totalled by the big surf.

What most folks want to do is take a berth

20 feet, then 85-cents a foot for each additional foot.

Randy Short, vice-president of Almar Marinas, is sympathetic to those who are shocked. But he explains they had to put in all the infrastructure, their own water desalinization plant, pay quadruple the wages on mainland Mexico to get it built and pay excessively for high-quality materials to be shipped down from the States. Further, they've been expected to function as the Harbor Patrol.

In recognition of cruisers, Cabo Isle will be offering berths to *Some Like It Hot* participants at 50% off from November 22 through November 28 — on a space available basis. As much as they are able, Short and marina manager Robert Leight want to put out the welcome mat for cruisers.

"We don't want anyone to think we look down on them because they can't afford to spend a lot of time with us. If they're anchoring out and the weather turns nasty as it did in '82, they are welcome to check in for one night. Similarly, cruisers who come down from San Diego and just want to stay one night to take hot showers, wash down their boats, fill their water tanks and reprovision without having to use their dinghy — we're delighted to have them, too.

There are three dinghy docks in Cabo. Unsupervised free ones behind the Hacienda and in front of Los Glorias, and a fenced-in supervised one in front of the Cabo Isle Marina office. Crews from anchored out or moored boats are allowed to use the Cabo Isle dinghy dock, but they have must pay 50 cents each time the gate is opened. "We're very flexible about this," says Leight. "If the gate opens and three dinghy loads full of cruisers walk through, it's no problem. We just want everyone to contribute a little to the dock's upkeep."

Incidentally, Nielsen Y Beaumont have their 70-ton Travel-Lift ready to lift your boat out should she need it. The rate for a 40-footer is \$200 to haul and launch, \$40 to hydrowash the bottom and \$100 labor to paint the bottom. Lay days are 50-cents/foot/day.

Some Like It Hot

Once again, *Latitude 38* will sponsor a "Some Like It Hot, California to Mexico Cruiser's Rally. The rally is the apex of simplicity. You sail from anywhere in California to Cabo San Lucas between November 1 and January 31, and you sign up after you finish. Sure it's odd, but it's also free. Just put your boat name, boat type, captain's name, and boat's destination on our list — and that's it! A short while later that information will appear on one or two signs in Cabo San Lucas, and a month or two later in the pages of *Latitude 38*. Several

1993 Cabo Race Entries

As of
8/24/93

<u>Name</u>	<u>Owner</u>	<u>Port</u>	<u>Type</u>
<i>Argo</i>	Ed Grimes	San Diego	Cal 39
<i>Blaze</i>	Karl Bergheer	Newport Beach	Warwick 60
<i>Joss</i>	Dick & Camille Daniels	Long Beach	MacGregor 65
<i>Malocclusion</i>	Harvey Duryee	Long Beach	Catalina 42
<i>Ms. Blu</i>	Leonard Connelly	Newport Beach	Swan 59
<i>Pendragon</i>	Dave Gray	Newport Beach	Davidson 44
<i>Sailslady</i>	Byron Henderson	Long Beach	Jeanneau 44
<i>Plan B</i>	Dave Johnson	Long Beach	Choate 48
<i>Pyewacket</i>	Roy E. Disney	Toluca Lake	SC 70
<i>Ventana</i>	Wm. Walden	Carmel	Tashiba 40
<i>Big O</i>	Sin 71 Syn.	Tiburon	Ocean 71

agents play games.

If, some time during the winter, you wish to leave your boat and return to the States, you must have it bonded by a marina. Most charge about \$55 a year. Some require that

in Cabo Isle Marina — at least until they see the prices! To give you an idea, it's about \$12/foot/month, which is often two or three times what cruisers had been paying back in the States. By the night, it's \$20 for the first

MEXICO PREVIEW '93-'94

hundred cruisers sign up for *Some Like It Hot* each year.

We're now in the process of trying to work out an arrangement by which Karen, formerly of Papi's; Pam, of The One that Got Away restaurant; and Coast Chandlery can all work together to make it a larger event. One way or another, there will be a list of all *Some Like It Hot* entries, distinctive *Some Like It Hot* T-shirts for sale, and various potlucks, parties and other festivities.

The One That Got Away, for example, will be offering two-for-one drinks and \$1 beers to anyone wearing a *Some Like It Hot* T-shirt. As well, Pam will also be offering \$3.50 spaghetti feeds in conjunction with Monday Night Football.

Rest assured that businesses in Cabo realize they've gotten a bit of a bad reputation with cruisers, one they want to reverse. This year they're going to try to do all they can to make you feel welcome. So look forward to more services than ever, posted weather and weatherfax notices, bulletin boards, and simpler fax and telephone service.

Despite the hell-bent development, Cabo is still a lovely place with some of the nicest beaches in Mexico. So don't be too put off

by all the hotels and 'Mexifornia' stuff. Look deeper and you'll find she's still special.

What Next?

Depending on when you get to Cabo and how fast you like to travel, we offer two choices. The first is to dash up to La Paz and the Sea of Cortez. The water is still quite warm in November and even December, and the islands just north of La Paz are terrific. Be forewarned, by early November you can get clobbered by cold and powerful northerlies roaring down the Sea of Cortez. Rather than fighting it, we strongly suggest option two, heading directly to Z-town.

For most cruisers, Z-town is not only their southernmost destination, it's their favorite. And no matter if the weather is rotten in La Paz, Mazatlan and even Puerto Vallarta — which it sometimes is as late as February — you know it's going to be hot in Z-town. A charming cruiser-friendly town, Z-town is the ideal place to cool your heels and relax after decades of working too hard. After a month or so of really easing back, you can begin heading north for Las Hadas, St. Pat's Day at Phil's in Melaque, the Banderas Bay

Regatta, and eventually Sea of Cortez Race Week in La Paz.

There are excellent marinas at Ixtapa and Puerto Vallarta and La Paz. Las Hadas offers relatively decent Med-moorings.

The best cruising in Mexico is between Manzanillo and Puerto Vallarta, and between La Paz and Loreto. The latter is best however, in very late spring and late fall.


Having friends fly down? There are many flights to Puerto Vallarta and some to Manzanillo and Ixtapa (Z-town). We always feel safer flying non-Mexican airlines.

Still A Good Value

Don't let anybody fool you, Mexico isn't cheap anymore. Dine in resort hotels and swill drinks in fancy bars and you'll go through money like shit through a tall Swede. On the other hand, if you anchor out and eat like the locals, you'll be surprised how little it can cost.

No matter how you do it, Mexico is hard to beat. As you may have read in several recent *Letters*, those who've cruised the region and the world have a word of caution about Mexico. Don't be in a rush to move on, it's a magnificent place.

— latitude 38




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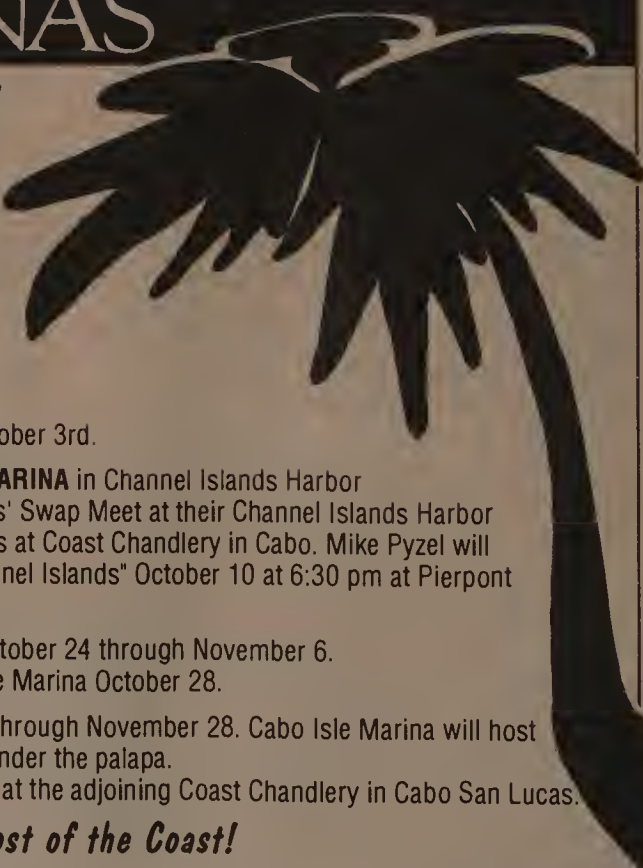
BALLENA ISLE MARINA in Alameda, September 26th through October 3rd.

VENTURA ISLE MARINA in Ventura Harbor and **ANACAPA ISLE MARINA** in Channel Islands Harbor October 4 through October 10. Coast Chandlery will host a Cruisers' Swap Meet at their Channel Islands Harbor store, October 9. Cruisers will receive special coupons for discounts at Coast Chandlery in Cabo. Mike Pyzel will present "Anchoring Techniques and Weather Patterns in the Channel Islands" October 10 at 6:30 pm at Pierpont Bay Yacht Club in Ventura.

CABRILLO ISLE MARINA on Harbor Island in San Diego, October 24 through November 6. Join us for an "Adios Amigos!" party at the El Torito by the Marina October 28.

CABO ISLE MARINA in Cabo San Lucas, November 22 through November 28. Cabo Isle Marina will host a traditional casual Mexican dinner by the pool and under the palapa.

Latitude 38 "Some Like it Hot" sign-ups & T-shirts at the adjoining Coast Chandlery in Cabo San Lucas.



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* applies to regular rates

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Oxnard, CA 93035
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(805) 984-0370 (FAX)

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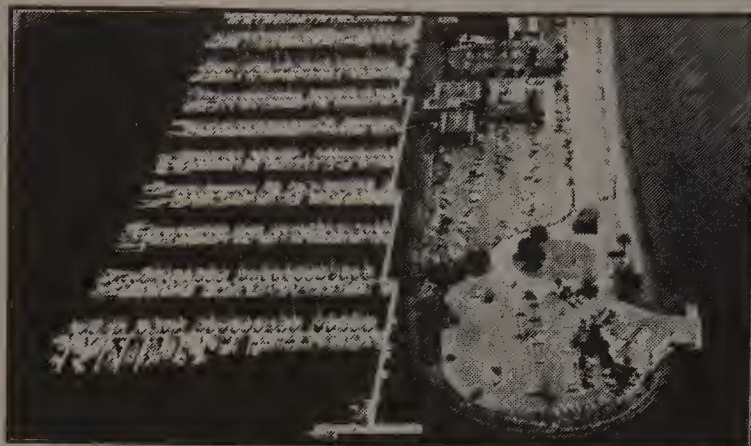
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Our Annual Marine Swap Meet and Cruiser's Party

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ASSUMPTION

It's not too much of an exaggeration to say that when it comes to insuring your racing sailboat in the U.S. today, turmoil reigns. The traditions by which both the insured and the insurers have operated for many years are under fundamental attack.

certain risk and has to be prepared to pay for whatever damage occurs to their own boat.

Piece of advice #3: *Learn what "assump-*

"What kind of damage would we see in the fleets if it's 'tough shit' for the other guy?"

The charge is being led right here in California, where recent court rulings have turned the notion of liability for damages to boats as a result of racing mishaps on its head.

Readers of *Latitude 38* are aware of the recent case of two International Class sloops which collided during a race on the Bay in April. One boat ended up with a \$12,000 hole in its side. The owner of that boat went to his insurance company to collect the money, but was told that his policy didn't cover the boat while racing. It seems that exclusion was buried in the policy's fine print.

Piece of advice #1: *Read your policy!* (There will be a quiz.)

This upsetting development was not the story that really causes everyone concern. The owners (there are three) of the boat that put the hole in the other IC acknowledge that their boat was at fault. The owner of the damaged boat asked them for payment and the owners of the offending boat went to their insurance company (Reliance) with the expectation that the insurer would fork over the cash. This has been the tradition in sailboat racing for decades: the boat at fault assumes financial responsibility for the damages it caused.

Piece of advice #2: *Learn what "comparative fault" means.*

In the case of the ICs, one boat was completely at fault. The offending yacht had no rights to pass inside the other yacht at the mark. In other cases, such as a port/starboard situation where the boat on port caused the collision but the starboard tacker took no action to avoid contact, a protest committee might find that both boats shared the blame for the damage. This is called comparative fault. In the port/starboard case as we described it, tradition would dictate that the owners of both boats would share in the repair costs.

The problem with our case here on the Bay is that the insurance company of the offending boat, based on recent California court cases, took the position that sailboat racing is an inherently dangerous sport and anyone who participates in it assumes a

tion of risk" means.

Neil Olson, a San Francisco attorney with Derby, Cook, Quinby & Tweedt, practices general maritime law and represents insurance companies in boating cases. He describes assumption of risk as a "term of art," which means it stands for something more than just three words written one after the other. California courts have been wrestling with the issue of assumption of risk for several years now, especially as it applies to liability for accidents that occur during active sporting events.

Olson cites two cases that have been pivotal in the development of the assumption of risk doctrine. One was a coed football game where a woman was injured by another player. The other involved a water-skier who was riding barefoot and backwards when he hit a tree branch and sustained a nasty injury. In resolving the cases, the California Supreme Court said that, in the context of active sporting events, a certain risk of injury is inherent. In fact, that's part of what makes the sport exciting.

Given, then, that accidents may occur during such activities, is the person or persons who caused the accident responsible for paying damages? Olson says that if two race car drivers come around a turn and one of them pulls a legal maneuver that causes the other to wreck his car, the first driver isn't liable. If, however, the first driver throws a can of oil on the track or does something intentional to inflict harm on the second driver, then the first driver can be held liable.

This assumption of risk principle was applied in the case of a crewmember aboard the *J/35 Cosmic Muffin* here on the Bay. During a race in 1987, the boat jibed without any warning from the skipper. A crewmember was injured and sued for damages. In 1992, the California Court of Appeal ruled that a crewmember aboard a racing sailboat participating in a race is assuming the risk of certain types of harm that are inherent in the sport. Under those circumstances, the owner of the boat is not liable for the damages suffered by the crewmember.

While this ruling comes as a relief to racing sailboat owners, the other side of the blade cuts pretty deeply. If this assumption of risk principle applies to crewmembers, according to the line of thought being followed by the California courts, then it also applies to other boats. Not only is the risk of injury inherent in sailboat racing, so is the risk of collision. The racing rules have been designed to prevent boats coming into contact, but the reality is that boats do touch, hit and, in cases like the International Class sloops, plow into each other. Under this line of thinking, if two boats collide and one is clearly at fault, the damaged boat's owner can no longer assume that the offending yacht's owner or his/her insurance company will pick up the repair bill.

Attorney Olson says he's hearing concern among boat owners that some insurance companies are just bailing out of the whole mess entirely. He points out that if you hit another boat during a race and you're sued by the other boat's owner for damages, your insurance company should hire a lawyer and defend you. If the court finds that you are liable, then the insurance company is also obligated to pay. This situation is a far cry, however, from the day when a simple phone call and some paper work produced a check to pay the yard bill.



"This is a very serious matter," says San Francisco's Tom Allen, who serves as one of six vice presidents in the U.S. Sailing Association, the sport's governing body. Allen's purview includes the committees that handle racing rules, appeals, protest committees and race management. He also happens to be a member of the local International Class fleet and has been following the events both locally and nationally very closely.

Allen points to Rule 76.1 of the international racing rules, which says that "the question of damages arising from an infringement of any of the rules shall be governed by the prescription, if any, of the national authority." In this country, "U.S. Sailing prescribes that liability for such damages shall be determined in accordance with the rules and apportioned solely by comparative fault principles under general federal maritime law."

Remember when we said there'd be a quiz? Okay, here it is: Given that the California courts seem to have adopted the assump-

It's not hard to see how the bills add up when two boats come together, especially state-of-the-art racers such as the one-tonner 'Passion', which took this hit in the '85 Big Boat Series.

tion of risk doctrine, what's wrong with the above prescription? That's right, U.S. Sailing wants to play under the comparative fault rules, but here in California (and in other states as well) the insurance companies want to play under the assumption of risk doctrine. To draw an analogy, this is sort of like inviting the British to a game of football, only to have their national soccer team show up at kickoff time with a round ball. Somewhere along the line, something got screwed up.

"Traditionally, when two ships collided, who paid was determined by the relative amount of fault," says Allen. "We've always done that in sailboat racing, too."

Allen notes that the prescription in the racing rules was added a couple a years ago after a well publicized case of two yachts colliding during a race in 1988. (Alameda attorney and long time racer Linda Newland wrote about the case in April, 1992 in *Latitude*.) Known as *DeSole vs. United States*, the incident involved a U.S. Naval Academy sailboat overtaking and smashing into a privately owned yacht to the tune of more than \$40,000. The Navy refused to pay, so the private owner took them to court. A lower court adopted the assumption of risk line of thinking and dismissed the suit. A higher court reversed that decision and two out of the three judges reviewing the case felt

that assumption of risk runs counter to general maritime law precedents. The case was sent back to the lower court, but, according to reports we've heard, the matter was settled out of court before a decision was finally reached.

The lack of a decision in the *DeSole vs. U.S.* case has left the racing sailboat community in a fog as far as insurance goes. Incidents like the one involving the two ICs on the Bay are cropping up with increasing frequency, and some insurance companies are beginning to refuse to pay. Reliance is one, and Fireman's Fund is another.

While those who've been paying those two companies' premiums for the last umpteen years are shocked, not everyone is disappointed by developments. Take Gene McCarthy, chairman of the insurance subcommittee of U.S. Sailing and a general insurance agent in Chicago, for example. He's delighted that Reliance and Fireman's Fund are abandoning their sailboat racing coverage, because it "will move sailors into insurance companies that will honor claims that occur as a result of sailboat racing. It's a shame that these insurance companies are taking this tack which is contrary to their historical position." He's not sure why these two companies have adopted the assumption of risk policy, but he does argue that "the people in their loss departments are either uneducated or misguided about applying" that policy to racing sailboats.

U.S. Sailing actually has a list of insurance companies that it recommends to its members. Tina McKinley handles insurance for the governing body and says that the list includes:

- * Myers-Baker and Co., Chicago, IL. Agent: Gene McCarthy (no surprise here), 312-263-3215.

- * The Lawrence Group, Schenectady, NY. Agent: Herrick Shinn, 800-886-2952.

- * The Garvey Company, Costa Mesa, CA. Agent: Gordo Johnson, 714-957-1122.

- * Wanenmacher Insurance Agency, Cleveland, OH. Agent: John Wanenmacher, 216-331-0351.

- * Gowrie-Barden and Brett Insurance Co., Westbrook, CT. Agent: Carter Gowrie, 800-BOAT-911.

All of the above write insurance for individual yacht owners and they write policies nationwide.

There are, of course, insurance agents here in the Bay Area you can use as well, although one we talked to, who has been racing sailboats for 35 years, didn't want to be quoted directly. "I'm just the messenger of the bad news," he says. "Personally I'd rather see the insurance companies continue in the traditional way, but what's going on now has



ASSUMPTION OF CONFUSION

nothing to do with tradition. This is California law."

Several people we interviewed mentioned the notion that what the California courts are doing is creating a no-fault situation similar to what we have in automobile insurance. Under that scenario, if your boat gets banged up in a race, your insurance company pays for it, minus the deductible. From a judicial system point of view, this idea makes sense: with no-fault, the courts won't have to spend their time figuring out who's to blame and how much each party should pay. From a consumer's point of view, this idea sucks because sailboats usually have a high deductible and tend to be very expensive to repair. From a racing rules point of view, this type of insurance program raises the question of whether we need right of way rules at all. "What kind of damage would we see in the fleets if it's 'tough shit for the other guy?'" asks Tom Allen.

"If I were racing a sailboat in California," says John Bonds, executive director of U.S. Sailing, "I'd query my underwriter very carefully about whether they're going to adjust claims based on the assumption of risk or on the basis of comparative fault as practiced in federal maritime law."

Bonds adds that what we face now is "a very interesting legal question," which is sort of like saying the Vietnam War created a bit of conflict among U.S. citizens. Resolution of this question lies in the future. Perhaps the local case between the two ICs will yield an answer. Paul Manning, owner of the yacht which was damaged, is selling his boat to raise the money to take his case to court. On the East Coast, Jeffrey Flower of Essex, Connecticut, has hired an attorney and may have to go to court to collect on the \$60,000 worth of damage inflicted on his 40-footer by another U.S. Navy racing yacht. In the collision, which occurred during the start of the Marion to Bermuda race in June, three sailors were injured, which adds the dimension of personal injury liability to the case as well.

Piece of advice #4: Don't assume that your present policy covers you while racing. Talk to your agent. Talk to your fleet members. Find out what's going on. And

keep your nose clean on the race course.

Some good may come of all this. As Tom Allen points out, fleets like the ICs may end up going en masse to one insurance company and request a group policy. No matter who hits whom, they'll all be covered. The more boats get banged up, however, the more premiums will rise in response. This might provide further incentive for sailors to sail more cleanly on the course and not risk getting dinged in tight situations.

For the philosophical Allen and his fellow racing rules people, other solutions will also have to be worked out. As things stand right now, the racing rules apparently don't stand for much in California when it comes to assigning damages in a right of way situation. If a court case decides that sailboat racing still falls under the guidelines of federal maritime principles and comparative fault guidelines, then the racing rules will regain their punch. If assumption of risk wins out, then, as Allen puts it, "we'll probably have to rewrite some of this stuff."

— shimon van collie

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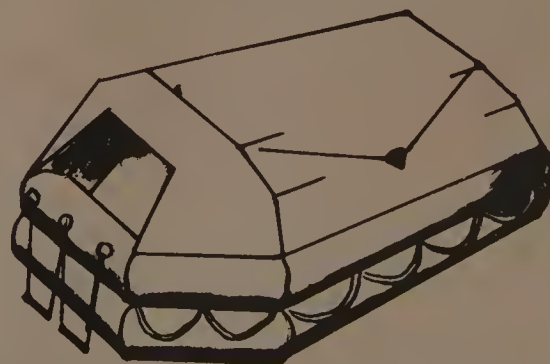
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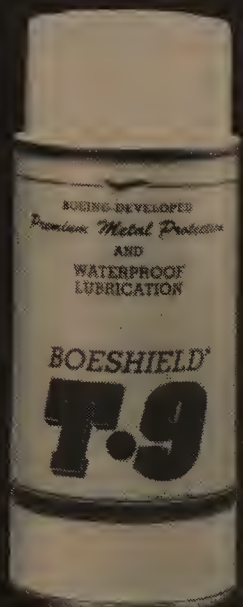
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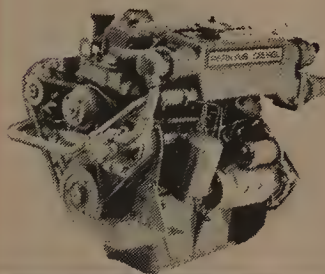
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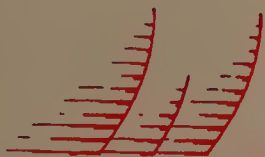
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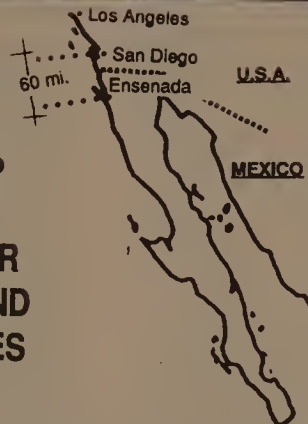
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MAX EBB — WAITING FOR

"Look at this crowd!" I said as we motored into the starting area. "Haven't seen this many boats waiting for a start since the midwinters!"

"This has been a very popular race for the last couple of years," said my crew. "But if the wind doesn't come up soon, that might change!"

The event was a shorthanded Bay race put on by the local singlehanded sailing group, and my crew had convinced me to enter in the doublehanded division. I expected it to be a low-key 'fun' race. But from the heavy turnout — and the quality of some of the boats — it was clear that this race was being taken seriously. The only problem was that there was no wind. And with a strong current flowing away from the first mark, it would be impossible to get a race started unless the wind really filled in.

"Time for first gun," my friend said as he looked at his watch. "Bet you they postpone. Three, two, one — bang!"

There was a puff of smoke and a gun blast from the committee boat. There was also a red and white signal flag, and then another gun. Postponement, as predicted.

"It can stay calm down here in the South Bay all morning," I noted. "How about dropping the hook?"

My crew knew that he'd just been elected to do the grunt work, and he didn't seem too pleased at the prospect. "The racing anchor's in the starboard cockpit locker," I informed him. "It's just a 4-pound Danforth on 200 feet of 3/8-inch nylon."

"That sounds manageable," he said with some relief. He went looking for the anchor while I maneuvered through the maze of boats to find a clear spot on the uptide side of the starting line.

I throttled the engine back to an idle to give him more time to prepare to drop the hook. But as soon as the noise level was down, I heard my boat's name coming out of the radio! And it was a woman's voice, one that sounded vaguely familiar, despite the poor sound quality from the tiny speaker in the VHF. Hearing my boat hailed on the radio was so unusual that I did a real

But sure enough, someone was calling me! And that voice . . . "Take over for a second," I said as I passed the tiller to my crew and climbed down to the chart table.

"Vessel calling, this is. . ." I answered in my best radio protocol. She asked to switch to channel 72, which I did, and we quickly re-established contact. By that time I had figured out who it had to be.

"Is that you, Lee? Over."

"For sure, Max! And like, are we glad there's someone we know out here with an inboard engine! Over."

"Where are you? Over."

"See that big tanker to the south of the starting line? We're on the other side of it. We can't get this old outboard to run, and the water's way too deep for this little anchor to hold. I mean, we'll never make it back to the starting line unless you come and rescue us! Over."

"Um, roger that. Understand you need a tow. Well, let me think about this. . ."

My crew was amazed that I didn't agree to help them right away. But I was just teasing — Lee Helm is a graduate student in the Naval Architecture department at the University, and it's not often I get to be one-up on her.

"Puhllleeeeeeeze?????" pleaded the voice on the radio.

"Well, okay. We'll be right over. Standing by on channel 72."

So we pushed the throttle forward and turned around to rescue Lee. She was sailing with another woman on a 24-foot ultralight, and their sails were hanging limply as they drifted even further away from the starting area at nearly two knots. We threw them a towline, and in a few minutes had them back to the spot where we were originally planning to anchor, safely upcurrent of the line. A few minutes more, and we had our hook down with Lee's boat still tied to our stern.

The answering pennant was still drooping



"A totally 'fair' race is one that most racers have absolutely no chance of winning!"

doubletake — I only use the VHF these days to get the weather, check in with race committees and maybe monitor heavy shipping traffic on foggy days. It's been many years since I even used the marine operator, what with cellphones everywhere.

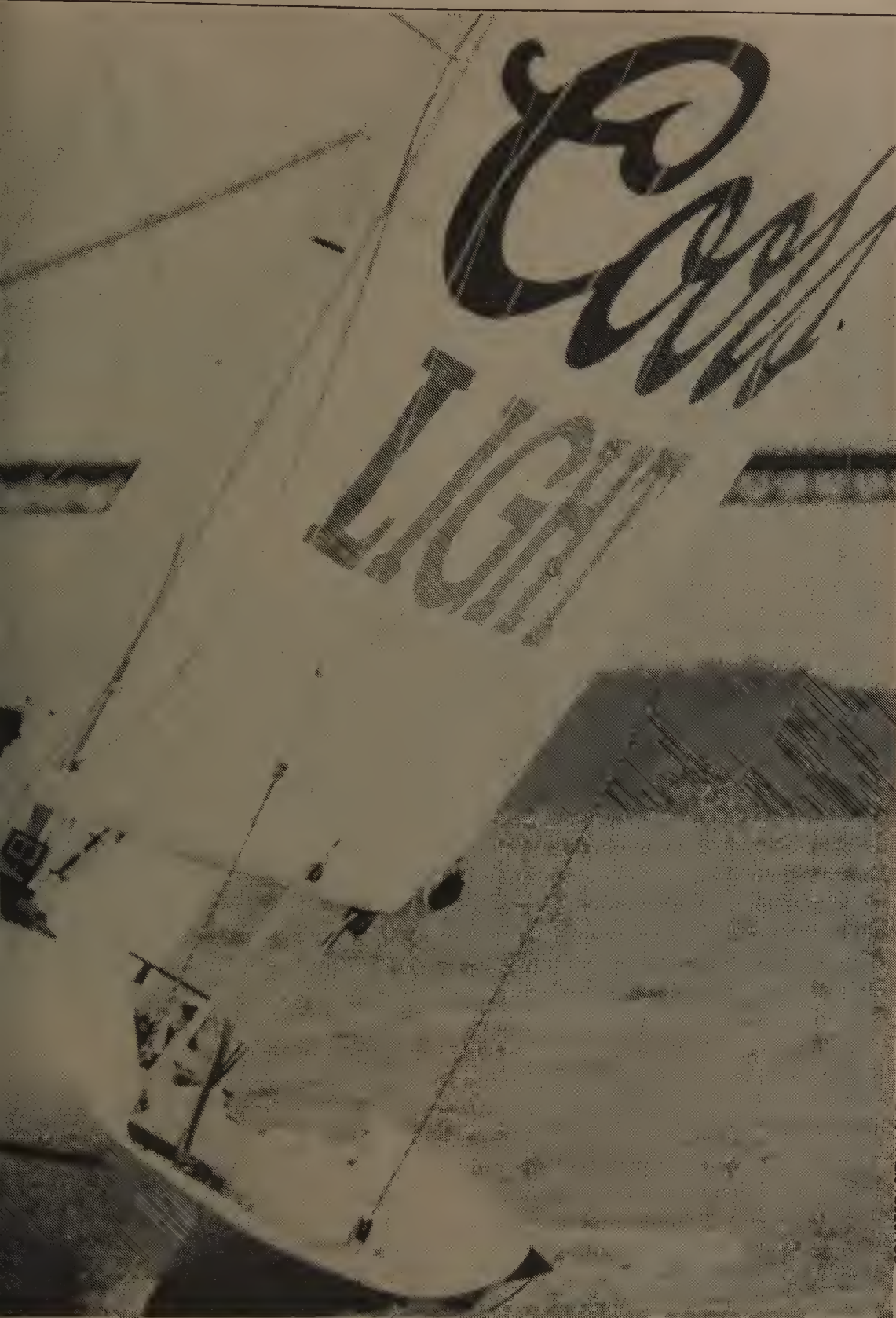
from the mast of the committee boat. "This postponement could last awhile," my crew hailed to Lee and her friend. "Why don't you join us for lunch?"

They accepted his offer, and pulled themselves just close enough to climb from

their bow pulpit to my stern rail. They gave us a bag of fancy bakery cookies in payment for the tow — the going rate, according to Lee — and as soon as lunch was broken out we traded sandwich halves.

"I'm surprised you're out here for this shorthanded stuff," I said to Lee. "I thought you only raced the ocean series in the summer. And I know you'd rather be wind-surfing anyway."

"This is an interesting course, strategy-wise," she answered. "Lots of opportunities for big gains between here and the North Bay and back. This is also a fun boat to doublehand."



COURTESY CITY YACHTS

Another problem with sponsored boats (like these 11:Metres) in advertising-prohibited races: Hey, some of that lettering doesn't come off!

"Another race around the same old buoys in the Central Bay," added Lee's skipper, "is the last thing I want to do right now. We're always burned out on those races by the middle of the season. But this course is a test of different kinds of skills — more like a test of how well we can get from point A to point B, using our knowledge of the wind and current on the Bay."

"But like, why are you guys in this race?" asked Lee. "I thought you were strictly YRA one design types all summer."

"My crew talked me into it," I said, making no attempt to conceal my disdain for the unusual format of the event. "He'll have to

bridge, then getting passed by half the fleet behind Angel Island and so on. But judging from the number of boats here, a lot of racers seem to like this nonsense."

"I keep telling you," insisted my crew, "these shorthanded races are bigtime!"

"What amazes me is how many boats from my own one design fleet are here today," I observed. "We have to pull teeth to get the minimum five boats out for the scheduled ODCA races. Four of those boats are out here today, plus two more that don't even sign up for the summer series."

"I guess the market has spoken," said Lee's skipper. "People obviously like this format more than the typical YRA race, and that's why YRA is losing its market share."

"She's right," added my crew. "Look at the Vallejo Race — 93 years and still going strong, because it's an interesting point-to-point course with a good party. Aside from that one weekend, the YRA format is losing its appeal."

"What about the Second Half Opener?" I asked. "Don't you think that could be just as good as Vallejo?"

"Sure, if only they'd send everyone on the more interesting course that goes to Bonita," he answered. "But they seem to be trying hard to turn that one back into another two-day round-the-buoys regatta, just like lots of others except with more complicated logistics."

"So what is it," I asked, "about those 'interesting' courses that seems to attract so many more racers than the nice steady conditions we have in the Central Bay?"

"It's the randomness," said Lee. "IMS is a good reverse example of the same principle, the way race organizers have messed it up. I mean, if every boat is rated absolutely accurately for the exact point of sail and the exact wind speed, then like, sure, it's 'fair', but a totally 'fair' race is one that most racers have absolutely no chance of winning! Ninety percent of active racers know that their sails aren't new, their bottom isn't perfect, and they're not as good at rules and tactics as the drivers of the top boats. So in a 'fair' race they have almost no chance to win. I mean why should they bother? If IMS race

"So you think people would rather roll the dice than do the work to get their boats moving?"

explain it. Personally, I don't see what's so much fun about sitting in a hole at the starting line, then another one under the

organizers would only declare in advance what wind speed and course configuration they were going to use, then someone with a

slightly-off-the-pace program always has a chance of finding 'their weather' and gaining an advantage. If the wind condition is chosen accurately to reflect the climatological average, then no one type of boat is favored, on the average. It's a concept — the element of chance for each individual race keeps a lot more people interested in playing."

"**A**nd what does that have to do with a race like this?"

"Trying to get through all the wind holes on this course is seen as another source of random mixing. Even a slow boat might get lucky and sneak around the edge of a parking lot where the rest of the fleet is stalled."

"Happens every year," said my crew.

"So you think people would rather roll the dice in a crapshoot than do the work to get their boats moving at top speed?" I asked.

"Well, we know it's not really a crapshoot, even when the course is covered with wind holes," he answered. "But in a word, yes. Look at all these boats ready to try their luck. Most of them would get their clocks cleaned around a steady windward-leeward course."

A tiny cat's paw of wind trickled across our patch of bay, and the small boat tied to our stern, still with its main up, drifted forward so that it lightly bumped into my stern.

"Consider the two boats we're racing today," added Lee, pointing back at the ultralight. "Ours is 12 feet shorter and weighs about one-seventh what yours does, but they rate almost the same! Around a heavy-air triangle-windward-leeward, you'd have a big advantage. In light air in the winter, we can sail circles around you. But we're both out here ready to race, and we both think we have a chance to win because we just don't know who the conditions will favor."

It looked like every boat in the Bay had now arrived at the starting area. But the hint



of wind was gone. The water surface was like glass as far as we could see, except where the tide was making some ripples. "Whether you accept that explanation or not," said Lee's skipper, "the problem that YRA is grappling with is how to bring all the special races like this one into the organizational fold at some level. Like I said, they're losing market share. If YRA expects to survive, it has to modify its membership structure so that the racers who don't have any interest in sailing in a 'YRA race' still have a good reason to join."

"I'm not at all convinced that we should even try to keep YRA alive," said my crew.

"Careful," warned Lee. "That's, like, major blasphemy on Max's boat!"

"But think it through," he said. "The demise of YRA would not mean the end of

Postponement pastimes include anchoring, motoring around, swimming, reading, visiting — or simply recovering from the night before.

organizations that exist now, some of them corresponding to the existing YRA 'Charter Associations', some of them completely outside the current YRA. No big deal, we'd still have plenty of good racing to choose from."

"Now wait just a minute!" I said. "YRA does a lot of things behind the scenes that makes all that racing possible. Like the scheduling, the Appeals Committee, the buoys. . ."

"Most of that would still happen without a local YRA. The appeals committee gets its authority from USYRU, or rather US Sailing, as it's now called. Without YRA they'd have to spend their own money on stamps, but it wouldn't slow 'em down. And the scheduling would still happen — a little more chaotic, but it would work."

"Don't be so sure!" I responded. "You're probably not aware how much work goes into that schedule every year. And then

"I mean, the political structure of yacht racing evolved before the Second Punic War."

of wind was gone. The water surface was like glass as far as we could see, except where the tide was making some ripples. "Whether you accept that explanation or not," said Lee's skipper, "the problem that YRA is grappling with is how to bring all the special

yacht racing as we know it. We'd still have yacht clubs running races, we'd have one design classes choosing events to put together a season championship series, and we'd still have an IMS group and a PHRF series. All would be run by various organ-

WAITING FOR THE GUN



were all ears. "It really starts with the edict issued by US Sailing last winter. They were asking — actually demanding — that any club that wanted to use the US Sailing race insurance policy had to offer 'differential entry fees'. That is, they had to give US Sailing members a discount on entry fees for any race they sponsored that had an entry fee."

"Yes, I heard about that," said my crew. "The famous US Sailing Blackmail Letter. . ."

"It was a rather inflammatory piece of writing. But that race insurance program is the best thing that US Sailing has going, and they do, when all is said and done, deserve our support."

"US Sailing lost major style points with that," noted Lee. "However, most clubs are cooperating. They really have no alternative, if they want to run races and still have insurance coverage. But at my club, we came up with a better policy — we offer the discount on entry fees only to boats who belong to both USSA and YRA."

"Interesting interpretation," I said.

"It meets the letter of the USSA requirement," she continued. "And, it makes a statement. It says that we consider our local organization to be at least as important as the folks back in Newport. And there's no way we're going to give any special privileges to USSA members that YRA members don't get as well."

"Good plan," I said. "But we still have the problem that the way YRA is set up, with Charter Associations that only do summer 'championship' seasons, there are lots of racers that really have no good reason to shell out the hundred or so bucks it takes to join YRA. For example, if someone only races on Friday nights, or only in these shorthanded events, or only a couple of the special regattas every year, YRA is not a

YRA has little to offer."

"What are they going to change?" asked my crew.

"The proposed fee structure will reduce the basic YRA dues to \$40. Maybe even down to \$35, to match the US Sailing dues. Then approximately \$100 will be added for the Charter Association of your choice, be it one design, handicap, etc. The actual cash flow for the 'normal' entry package remains exactly the same."

"And if you just want to do the special events," I guessed, "you can just pay the \$35 and be a YRA member?"

"Exactly. Furthermore, they're proposing to include a PHRF certificate with the \$35 entry, if you want one. That's probably the single most useful function of a regional YRA, next to maintaining the racing marks,* and it makes sense to tie in the PHRF certificate to membership in the organization."

"**C**ould you still get a PHRF certificate without joining YRA?" asked Lee.

"Not the way it's proposed. And in this respect, it represents a fee increase for the non-YRA racer. Instead of a \$20 rating with a \$10 renewal, now it's \$35 per year. On the other hand, if yacht clubs add the YRA membership requirement to their differential entry fees, it only takes three to five races a year to break even."

"Not that this is really a significant amount of money," I noted. "We're not even talking lunch money for one fully-crewed day race."

"It's the psychology," said Lee. "Make people feel good about writing a check, and they will. It feels good to qualify for entry fee discounts, and it feels good to be listed with your boat's name in the Yearbook. This could work."

"The real advantage," explained Lee's skipper, "is that it gives YRA the flexibility to serve more different racing organizations and

*"I hope you're not
implying that yacht clubs are obsolete."*

good deal."

"And that's exactly what the latest proposal at YRA is going to address," she said. "Right now, it costs \$125 to join YRA and race a season in a one design class. It's \$135 to race in a handicap division. Ocean series, IMS series, and combinations thereof, cost a little more. But if you don't want to do one of those 'conventional' season series,

more racers. A Charter Association that wants more independence — like the Midget Ocean Racers seem to every few years — can easily split off and collect their own fees if they feel like it. YRA still gets the appropriate \$35 cut of the entry fee for the work it does. Similarly, new groups — like the Singlehanded Sailing Society for example — will now be represented in YRA

there's the lobbying function of YRA, especially with the Coast Guard. YRA has been an effective voice in keeping the Central Bay open to racers. And without the permanent racing marks, it would be a lot more difficult for the smaller clubs and organizations to run races at all!"

"I'll allow you that point," he conceded. "The permanent racing marks are very important."

We debated the relative importance of various YRA functions until our sandwiches were almost finished, and I think I finally had them all convinced — even my crew — that we really do need a single regional YRA in some form or other. We also agreed that for YRA to survive it has to broaden its constituency somehow — and that despite efforts in this direction, so far it had not been successful.

"**T**here's one scheme on the table," said Lee's skipper, "that might finally help bring about some of these changes." We

because most of the members will also be YRA members. If they want even more of a say in YRA affairs, the transition up to a Charter Association would be painless."

"For the revenue to work out," I remarked, "there'd have to be a substantial

Area Racing Federation,' or BARF for short."

"At least if you join the University's sailing club," noted Lee, "you help a program that

though. I noticed one of the new 11:Metres motoring slowly into the current, with a corporate logo covering the entire side of the hull.

"I've seen sponsorship ruin amateur car racing, and it can do the same thing to a one design fleet if it isn't stopped now."

increase in YRA individual memberships. I think losing the Charter Association portion of the YRA dues would look bad on the balance sheet."

"Revenue would only change, Max, if Charter Associations decided to split. In that case, you'd be right — the office still needs enough work to support the fulltime staff. But it's unlikely that the current Charter Associations would actually leave. Also I think it's safe to say that reducing dues from \$125 to \$35 would generate a substantial increase in individual membership."

"I can see one problem with this change," my crew pointed out. "What about yacht club membership? Would it still be required for YRA membership?"

"Good question," said Lee's skipper. "A lot of the non-mainstream races like this one don't require yacht club membership," said Lee. "and I don't think they should. I mean, the political structure of yacht racing really evolved before the Second Punic War, on the Right Coast, when yacht club membership was the only way to get near a starting line. That's obsolete. There are so many alternative ways to run races now — YRA needs to evolve beyond the 'yacht clubs are the only way' mentality."

"I hope you're not implying," I said uneasily, "that yacht clubs are obsolete."

"No way! They still contribute gobs of resources. But like, yacht clubs just aren't for everyone. What's obsolete is the idea that all YRA racers should be members of yacht clubs because all races are run by yacht clubs. That last part just isn't true."

"And besides, it's a little bit of a farce anyway," added my crew. "You can join Lee's University sailing club for \$50 a year. Or you can join BAMA, the multihull racing association — which is now recognized as a yacht club by YRA — for only \$18 a year."

"There's even a new 'paper' yacht club starting up in Marin, specifically aimed at racers that don't want to have much to do with conventional clubs. It could be a trend, but I think they need to work on their name. They're contemplating calling it the 'Bay

introduces about a thousand new people to sailing every year. I mean that's why I always thought YRA let us get away with being a 'paper' yacht club."

"Point is," said my crew, "folks will only join a 'real' yacht club if they want to anyway. The YRA yacht club membership requirement is silly."

"No, it isn't," I replied in defense of yacht clubs everywhere. "The clubs put on the vast majority of the races on the Bay."

"And the club race committees do such a consistently good job," said Lee. "Not!"

"This year alone," said my crew, "we've had club race committees not show up, we've had Starting Lines from Hell, we've had too short courses for big boats and too long courses for small boats. Sure there are exceptions, but the average club RC just isn't that good. Any racing organization — whether it's a one design class, a single-handed group like this one, or a marina or sailing school — can run races just as well if a few good people want to make it happen."

"YRA needs the revenue from the clubs, though," said Lee's skipper. "They're not about to abandon the club-based structure, at least not until the base of individual memberships becomes much broader. Once that happens, the role of the clubs probably should be re-examined."

"It will happen," said my crew. "We're talking about how Charter Associations, one design fleets and other sailing organizations fit into this picture. But lots of racers will never join any of them. They do a few Friday night races and maybe one or two special regattas every year. Maybe a shorthanded ocean race, too. And that's it — they don't want to join anything they don't have to. But they probably will join YRA if this new proposal goes through, just to get the PHRF certificate and the listing in the yearbook."

We had almost finished the cookies by the time the argument about the proper role of yacht clubs had died down. Still no wind,

"Then there's the advertising issue," I said. "YRA has to deal with that one at the next meeting also."

"It's really two issues," said Lee's skipper. "There's corporate sponsorship of events, and there's sponsorship of individual boats."

"The big problem with event sponsorship," I said, "is that it pulls the rug out from under the race committees that rely on volunteers. If a big company is going to profit from an event, it's hard to get someone to contribute a whole day of skilled labor for free."

"And I've also seen some very poor race management decisions made during sponsored events," added my crew. "Especially when some spectators are involved, the people who are supposed to see the advertising. The race is run for the sponsors, and not for the competitors. It's not a good scene."

"I'd rather pay a higher entry fee and know that the race is being run for me," I said. "We're still only talking lunch money, as Lee says."

"And the fleets that want to allow individual boats to have sponsors and carry advertising are also making a big mistake," said my crew. "Maybe it's been easy access to new sails on the first round, but I'm willing to bet that only the top boats get any support as the fleet matures. I've seen it ruin amateur car racing, and it can do the same to a one design fleet if it isn't stopped now."

"What do you think YRA will do?" I asked Lee and her skipper. "Will they do the right thing and keep the advertising out?"

"It's not the kind of decision YRA should have to make," said Lee. "I mean, this is practically a religious issue, and people react to advertising as if there's an underlying immorality too it. Me, I don't want to race in sponsored events either, and I don't want to race in fleets with sponsored boats. And like, there's no way I would ever volunteer to be on a race committee for an event that some big company expected to profit from. But this isn't the kind of thing you can impose on all the racers from the top down. If YRA can pull off this transition to a membership organization with a much wider base, then it becomes much easier for these decisions to flow from the bottom up. Each Charter Association, one design fleet and each of the other race-sponsoring groups should be free

WAITING FOR THE GUN

to set its own policies on advertising. And each of those groups in turn responds to what its members want to do."

"You're assuming a functioning democratic structure within each organization," said my crew. "My experience is that the apathy factor is very high. Few racers even attend the meetings. Remember also that lots of racers don't even belong to anything."

"Yes, but we 'vote' every time we decide to enter a race," replied Lee.

"Don't you think there's a danger," asked Lee's skipper, "that the advertisers will 'buy the votes' with low entry fees, subsidized parties, valuable prizes, freebie spinnakers and other things that get people to keep coming back to the sponsored events?"

"If that's the kind of racing people want," said Lee, "YRA shouldn't be telling them that they can't have it."

"Do you really think we should allow the Bay to become filled with floating billboards?" I asked.

"No way!" said Lee. "But like, only the racers can control whether or not that happens. The racers, and the people who

work on race committees. It's up to us, not the people running YRA. I mean, if you don't like advertising, don't sail in sponsored events, don't race in fleets with advertising, and don't help put on events with advertising."

"I still think YRA should take a position here," I said.

"YRA simply doesn't have the power," she continued, "and even if they did, it wouldn't be right for YRA to make this value judgment for us. The best that YRA can do is put itself in a position to represent as many racers as possible, and then be ready to fight to keep the Bay open for all kinds of racing."

"Maybe there just isn't enough bang for the buck to keep sponsors interested in dropping any serious cash into this sport. Maybe that's what saves us."

"As long as every group has equal access to the Bay," noted Lee's skipper. "But if a sponsored event ever gets preferential scheduling treatment, then we're in trouble."

In that sense it's critical to keep YRA in the picture as the arbitrator. So like, it really is better to make a place for the sponsored sailors in YRA instead of forcing them into a separate organizational structure."

We felt another gentle bump as the small ultralight drifted into our transom again. Its main was full, this time with a little more pressure. There was a dark blue wind line just a few hundred yards to the west. The two women beat a hasty retreat back to their boat, cast off our towline, and raised their jib. A few minutes later there was even enough wind for our 'lead mine' to make progress against the current, so our anchor came up and we set our light 150. A minute later, the Race Committee began the starting sequence.

The race turned out to be every bit as 'random' as my crew had hoped. We made some smart moves and some dumb ones, and in the end Lee corrected out only 30 seconds in front of us. And I had to admit, it really was more fun than the typical YRA race. This one will definitely 'get my vote' again next year!

— max ebb



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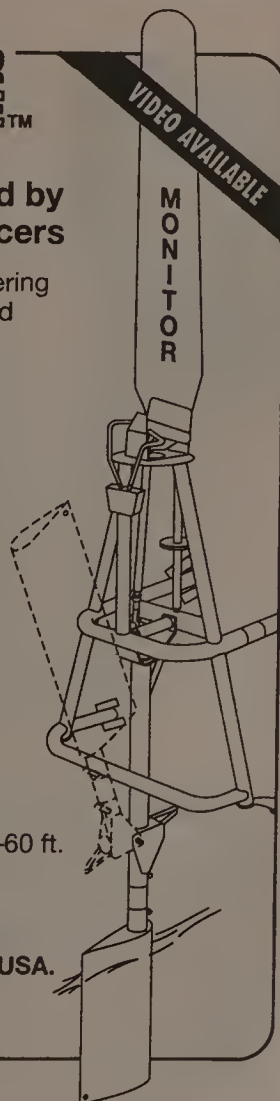
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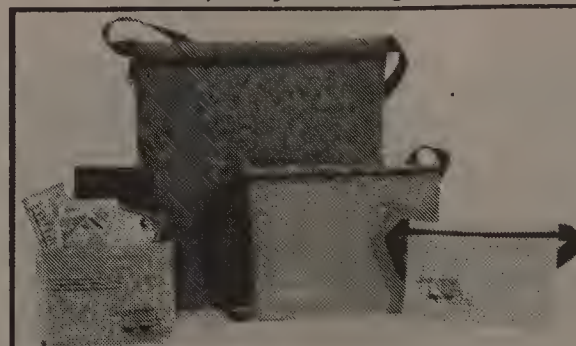
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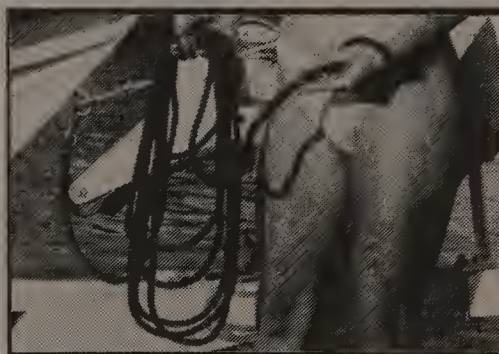
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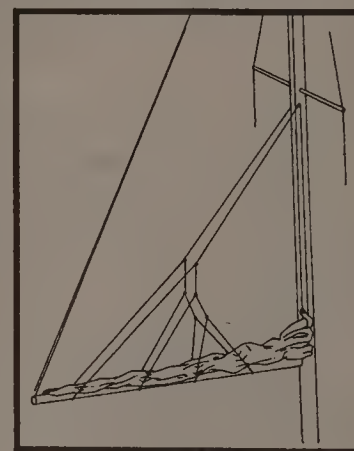
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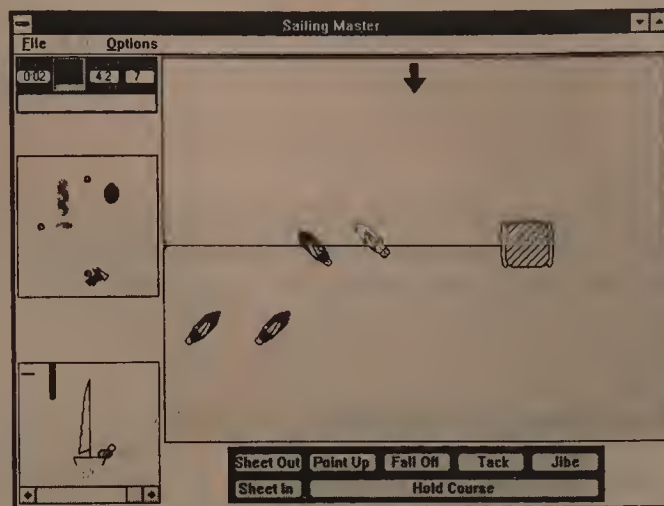
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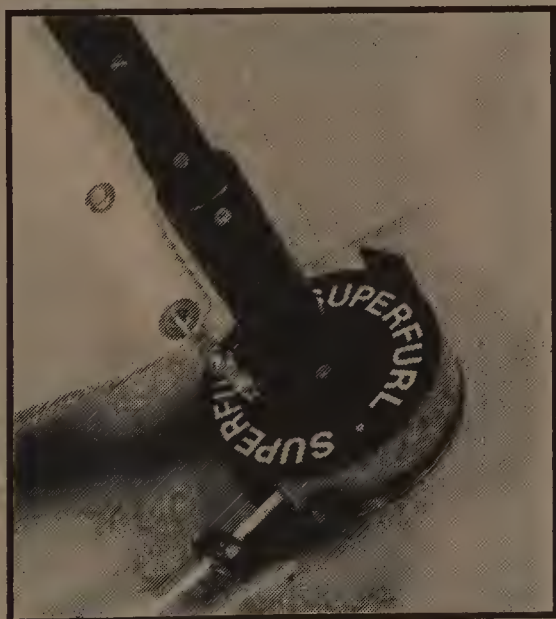
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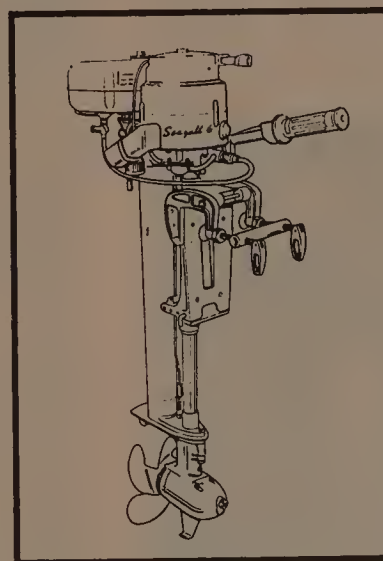


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With reports this month on one of the true 'sleepers' among yacht chartering destinations, **Venezuela**, as well as tips on **bareboating**, **booking ahead** for the winter season and novel approaches to **daysailing**.

Venezuela: The Other Caribbean Cruising Ground

If you love Caribbean sailing conditions, but have already 'done' the Virgins, the Leewards and the Windwards, consider going where Caribbean charter skippers go when they want a change of scene — Venezuela.

The same easterly trade winds blow here, the waters are equally transparent and the beaches are just as sugary-fine, but traveling in Venezuela is a touch more exotic, a shade more mysterious and a bit less predictable. Although yacht chartering is still in its infancy here, a variety of Antigua- or VI-based yachts are happy to do charters here in the summer or fall, often including a short open-water hop from Grenada.

This vast South American nation is a land of incredible contrasts. It boasts more miles of Caribbean beachfront than all the islands of the Caribbean put together, yet gives birth to the massive Andes mountains, which rise up sharply skyward from the ocean floor. It

the world who came to profit from the natural wealth of this remarkable land.

Like all Latin American nations, Venezuela has its rich and its poor, its triumphs and its problems. But Venezuela stands out among its neighbors due to a well established infrastructure. A natural abundance of oil financed most of it — roads, airports and hotels — and insures that jet flights between destinations are modern, efficient and inexpensive. When oil prices fell in 1983 and the currency was devalued, Venezuela became an overnight bargain for North Americans (while the islands of the Eastern Caribbean get ever more costly). And the government here is reasonably stable compared to the rest of the continent.

Venezuela offers vacationers a rich variety of experiences. A two-week sampling of surf and turf might lead you to sail among pristine offshore islands, hike over sculptured Andean ridges and travel by river to the base of the legendary Angel Falls, the tallest cascade on the planet.

Attracting international tourists is still a young concept in Venezuela. Only a few crewed charter yachts are based here, and no international bareboat companies have yet been able to establish a foothold along the coast due to rather thick Latin American bureaucracy (although many have tried). But 'transit charters' aboard internationally flagged vessels are always a possibility, and are fully legal. The requirement is to begin in one country and end in another, i.e. Grenada or Curacao.

But the uniqueness of the cruising destinations here compensates for whatever local vessels may lack in professional sparkle. Most charters start or end at the country's major coastal towns of La Guira or Puerto La Cruz. These busy sun-drenched cities bustle with visiting beachgoers from inland locations along with a smattering of North American and European tourists. Unlike some more popular Caribbean destinations, such towns have not yet been face-lifted for the sake of tourism. They have both charming commercial sections as well as rather dreary back streets, but throughout they are authentic and unpretentious.

The lack of English-speaking locals tells you the country is far from being 'over-Americanized'. The national currency is the



Bolivar, named, of course, after the continent's most famous 'liberator', who was born here. (Both paper and plastic U.S. currency is also widely accepted.)

Dining is a major attraction on the coast. The country's abundant offshore fishing grounds provide local restaurants with enough fish, shrimp and lobster so that seafood entrees are always fresh, never frozen — a sharp contrast to resort areas of the northern Caribbean. Likewise, the vast grasslands of the interior provide ample quantities of fresh meat on the hoof. But it's not just the raw ingredients that inspire Caribbean mariners in-the-know to sail hundreds of miles for an occasional feeding frenzy here; the national cuisine is a mouth-watering blend of Italian, Spanish, Portuguese and Latin American influences that yields truly remarkable fare.

Venezuela's international airport is located just adjacent to La Guira, making it a painless departure point for yacht vacations. If you enjoy a robust open-water sail, the sixty-mile reach from La Guira to the Los Roques archipelago will delight you. You'll have the easterly trade winds on the beam and will often be accompanied by



LATITUDE 38/AT

A visit to the turtle and lobster hatchery at Mosquitos Cay is often a highlight of a Los Roques cruise.

holds dense jungles, fertile grasslands and swollen rivers where wildlife abounds and Mother Nature still holds the upper hand. Its Latin culture is flavored not only by its Spanish heritage but by settlers from around



LATITUDE 38/AT



LATITUDE 38/AT

The offshore islands of Venezuela are unpretentious and laid back — just the way Caribbean sailors like them.

schools of dolphins dancing at your bow. (For less ambitious sailors, daily flights depart from La Guira.)

The flat, coral-formed isles of Los Roques are largely barren and uninspiring, but the water clarity and underwater attractions are spectacular. Because Venezuela lies well below the normal path of hurricanes, age-old reefs have been virtually untouched by the storm damage that has greatly diminished coral structures in some other parts of the Caribbean basin. The other prime destroyer of marine environments — man — is also only sparsely present here. Now a national park, most of the archipelago's 300 cays and islets are completely uninhabited.

Where coral environments flourish, so do populations of fish and shellfish. Whether by snorkel or scuba, exploring the underwater world here is, without exaggeration, incredible. There is, of course, zero nightlife here — none. But this is one vacation getaway spot that is certifiably tranquil, where a few days of unwinding can do wonders for both soul and psyche.

Isla Margarita presents a vivid contrast to

Los Roques. Not only is it closer to the mainland, but it has all the accoutrements of a bonafide resort island, from high-rise hotels to duty free shopping. It boasts finer beaches, better Windsurfing and more bikinis per square kilometer than any other part of the country.

A few days at Margarita can add spice to charters originating at Puerto La Cruz. En route you'll stop at sleepy fishing villages, at Cumana (the first permanent settlement on the Spanish Main) and perhaps at fiord-like Mochima Bay, where local divers claim a scuttled German battleship lies intact on the bottom. The seldom-visited bays and anchorages of Mochima as well as those of nearby Golfo de Cariaco are a gunkholer's dream. One could literally spend weeks exploring them.

Puerto La Cruz holds its own special charm. Shops, hotels, bars and restaurants line the busy waterfront boulevard, El Paseo Colon. Spanish-style 'tasca' restaurants offer wonderful old world atmosphere, complete with bullfight posters, signed photos of toreadors in action and excellent Spanish/Caribbean cuisine.

There are other worthy cruising

destinations too, like the vast Morrocoy National Marine Park, where dozens of tiny islands shelter an intricate ecosystem of birds and sea life. But as varied as the maritime options are here, yacht chartering is only a small part of the country's tourism picture.

Caracas itself is well worth a few days of exploring. Cradled in a natural Andean valley less than an hour from the coast, it is the political and commercial heart of the republic. By taxi or the modern metro system one can easily visit the city's major attractions, which include impressive museums and cultural centers, bargain-packed shopping streets and dozens of splendid restaurants.

A popular side trip higher up in the Andes takes you to Merida, a charming town perched within view of the country's major snow-capped peaks. The world's highest and longest cable car is a highlight here. The hour-long ride to a frosty altitude of 15,600 feet reveals breathtaking vistas, first of sugar and coffee plantations, then rich green forests and finally massive ancient glaciers.

Beyond these ranges lie the country's vast interior, which holds myriad possibilities for adventure travel, including jungle treks and trips along the Orinoco where fresh-water dolphins play.

One of the country's most popular side trips is flying over — or canoeing beneath — spectacular Angel Falls, which lies deep within the lush eastern interior. This awe-inspiring cascade is — would you believe — 15 times higher than Niagara with a vertical freefall of 2648 feet. Seeing it via the Avenza airlines flight from Caracas to Canaima is a comfortable way to experience a very wild place. At Camp Canaima nearby, you can linger in picture-perfect surroundings highlighted by majestic 'tepui' (mesas), foaming falls, swirling lagoons, brilliant orchids and exotic jungle birds. Those with a thirst for adventure can survey the great falls from a lower perspective after traveling up-river by dugout canoe (through adventure travel outfitters).

I heartily recommend sailing Venezuela's waters now, while they are still unspoiled. You may have to do a bit of digging with your charter broker to find the right boat, but the effort will be worthwhile. This destination is not for everyone, but for the truly adventurous it is a country that should not be missed.

latitude 38/andy

Drummond McCune and his family have done more bareboat chartering than most of us have dreamed of. After sailing Hawaii, the San Juans, the Channel Islands, Mexico, the Bahamas and the Caribbean they are bonafide charter addicts.

Confessions of a Charter Junkie

The rocking of our boat announced the presence of a larger boat that had just come alongside. Thump!

"Is the captain on board?" It was one of those authoritarian voices that I remember from my Navy days. One of the reasons that I decided it was best to have my own Navy, if I was going to be in a Navy. So far, a Sears inflatable fishing raft, which we were using as a dinghy on this trip, consisted of our Navy, but I had much greater expectations.

I glanced across the table at my son, then in junior high, and my four year younger daughter. My wife returned my look. I was the one who got us into this, whatever *this* was, and I was the one who would have to confront the authorities.

I stuck my head up through the hatch. A minor accomplishment since there was only 4 1/2 feet of headroom in our little Pacific Seacraft 25. He was about 10 years my junior, the same age I was when I got out of the Navy, only he had gold bars.

"Is this your boat?"

"No," I replied. "We are chartering it for the week."

"May I see the charter agreement?" One of the few things that had been done correctly was to give me a charter agreement as we left the dock. I found it and presented it to the Coast Guard officer.

"You better come with me. The owner of this boat is on the phone and he is quite upset." As it turned out, the boat was owned by a doctor in Oceanside, who agreed to allow the dealer in Newport Beach to use the boat as a demonstrator. He did not envision it being put out on charter. Actually, it wasn't a real charter, because the owner of the dealership had allowed us to use it in appreciation for some work I had been doing for him.

It was a rather strange phone conversation. The doctor came out of surgery to inform me that he had never authorized any such use of the boat, and "he wouldn't even let his own children sail the boat to Catalina!" I decided, for the sake of whoever was still in the operating room



DRUMMOND McCUNE



awaiting his return, that I wouldn't point out that I was not his child and was — or at least I thought I was — certainly capable of sailing to Catalina.

I was instructed to take the boat from the isthmus back to Avalon, and to leave it on a buoy there. He was coming down that following weekend and would find it. We did, and hopefully he did.

One of the photos in our album is of our little family huddled around a deflated Sears fishing raft, little 2 hp outboard, Coleman ice chest and a pile of miscellaneous articles on the stern of the ferry, with Avalon Bay receding in the background. So ended our first 'charter experience'.

Since then things have improved. We have had the opportunity to charter in the Northwest, specifically the San Juan islands, Hawaii, Mexico, the Caribbean and most recently Italy. Let me say at the outset that we are not wealthy, at least not by San Francisco Bay Area standards — which you may have noticed are somewhat different from 99% of the rest of the world.

Much of this chartering was done with friends who shared the expenses. Some of it was even done in conjunction with business trips. For those of you put off by the price of chartering, may I suggest that you look at the cost of your latest vacation, consider leaving your credit card in your wallet for a month or

McCune extolls the virtues of multi-generational chartering — but with only two it's much more romantic.

two (perish the thought that you might even pay the thing off and save the interest), drive your five-year-old car for another year and then add those revenues to what you would otherwise spend, and you are ready to charter. For those of us with limited resources, it does come down to priorities.

On the question of who is well suited for bareboating, I'd like to offer some totally untested, unapproved thoughts, based on some random observations of a very unscientific nature.

It has occurred to me that there are two different types of vacationers. With the first type, his/her fondest desire is to find a quiet spot where he/she can escape into the novel that has been sitting on the bedstand for the last two months. This type of person should not consider being skipper on a bareboat charter. Crew maybe, but definitely not the skipper.

The second type looks on a vacation as the opportunity to do everything which cannot be done from behind a desk. If this is you, you know your dream of tearing yourself loose from your Daytimer and your answering machine, and you swear that not



DRUMMOND MCCUNE

one file or project will pollute your thoughts while on vacation. You are determined to live out those fantasies accumulated from reading *Changes in Latitude*. You should be the skipper! You are the one who has the energy and the vision not to spend more than one night in the same anchorage. Only be careful. Remember what happened to Captain Bligh.

If you are a high control person don't go. It will only be one of the most frustrating experiences of your life. I guarantee that something will go wrong. Probably lots of things. Of course if you thrive on this sort of adrenaline rush, and enjoy screaming at all of the unseen forces arrayed against you — and you can find a crew who is willing to put up with this sort of nonsense — by all means go. This is a golden opportunity.

On the other hand, if problem solving turns you on, and conquering minor obstacles lights your fire, chartering is for you. It helps if you have some ability with your hands and a smattering of knowledge of mechanical, electrical and other such stuff. Better yet, if you own a boat over five years old, and maintain it yourself, bareboat chartering is your cup of tea.

—drummond mccune
menlo park

Savvy Sailors Book Ahead

If you're a world-class procrastinator, you still may not have made your summer charter plans. Fear not. With our lethargic world economy, there is probably still a decent charter yacht waiting for you in prime summer locations like the Pacific Northwest, French Polynesia or the Aegean.

But what you should really be making plans for is your winter getaway—there are distinct advantages to booking early. Savvy sailors know that Christmas and New Years are the two busiest charter weeks anywhere in the world. Book now to get the best choice of crewed yachts, particularly if your group is larger than six or you are looking for a boat equipped for scuba. Be aware that many of the best crewed yachts are re-booked by repeat clients as much as a year in advance.

If you're considering bareboating this winter, take note. Virtually every bareboat company in the world has low and/or shoulder seasons. If budget is a consideration for you — as it is for the rest of the human race — consider a few financial tips. In the Caribbean, late fall through early

you can avoid the normal annual 5%-10% price hike by booking early, you will have saved enough money to splurge on several lavish nights on the town. Even if you have to deposit 50% up front to confirm the charter dates, the savings will generally outweigh the loss of interest you would have earned in the bank. No matter how bad the economy gets, most crewed yacht prices inch up annually (December 15 or January 1).

When the chilly days of winter roll in, most North American sailors conjure up sunny dreams of the Caribbean. Understandably so. The sailing conditions are predictably idyllic, there are plenty of quality boats, and — hey, that's where everybody goes, right?

Right. In fact that is precisely why you might consider venturing further afield — perhaps to a far flung charter ground where everybody hasn't been yet. "But the air fare will kill me," you moan. Not always. Before you write off your pipe dreams about distant destinations, spend a few minutes globe-trotting with a resourceful travel agent and her trusty flight computer.



LATITUDE 38/ANDY

December is post hurricane season, yet pre-Christmas rush. Rates are low and anchorages are about as deserted as they ever get, yet the sailing conditions can be splendid.

If you'd rather sail in the Caribbean's prime season (Dec-April), consider putting down a deposit now, because some companies will allow you to lock in current (93) rates, and avoid the inevitable price hikes for the new calendar year.

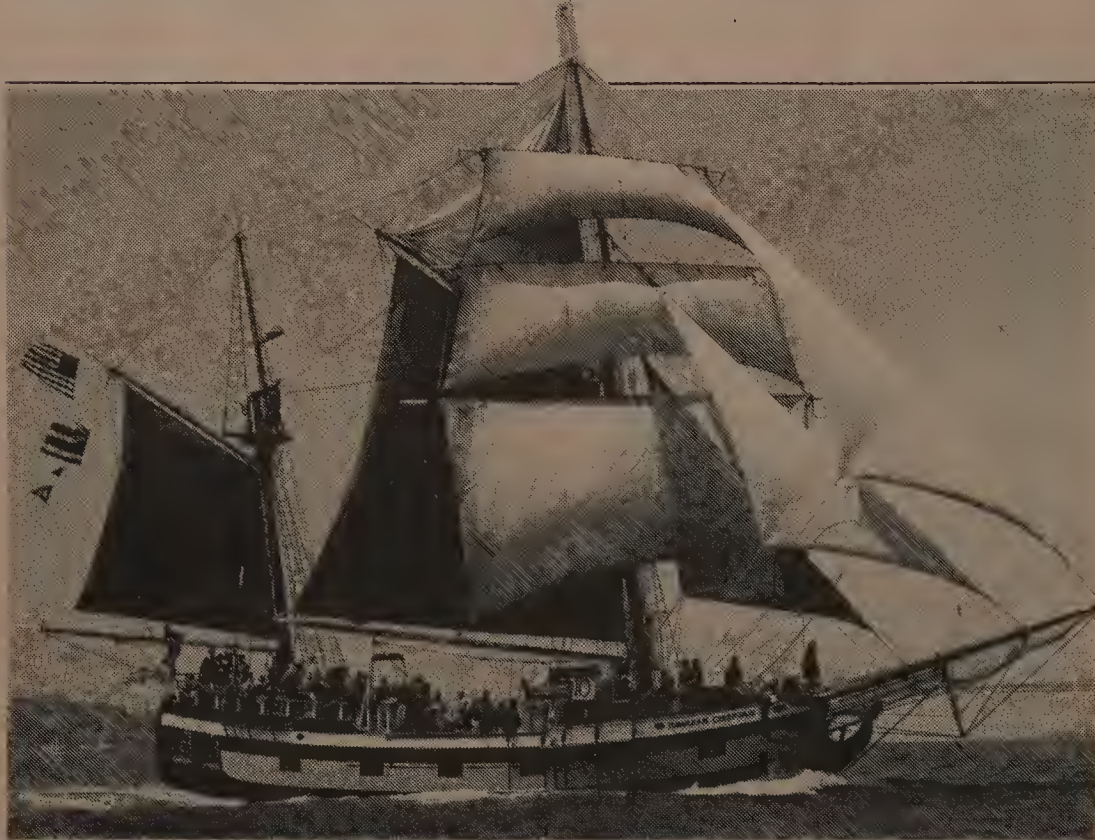
Early deposits can be an excellent strategy for crewed charter clients as well. If

Living the good life on a tropical crewed charter — complete with all the water sports toys.

Charter Notes

This month's award for creative day chartering goes to Sausalito's familiar tall ship, the *Hawaiian Chieftain*. Every Sunday in September this impressive square topsail ketch will host a special 'theme party' of sorts. The first and third Sundays, mid-day sails will feature the music of the **Michael Aragon Jazz Quartet** and the **Harold Jones** group, respectively (11 a.m. - 2 p.m.; \$35).

WORLD OF CHARTERING



On alternate Sundays passengers will experience suspenseful 'floating theater', as a local troupe performs the Janet A. Rudolph who-dun-it ***Murder on the High Seas*** (1 - 4 p.m.; \$65). Prices include complimentary

The 'Hawaiian Chieftain' offers sailing, murder and jazz this September.

food and beverages. Availability is limited, so book early. Stay tuned for further innovations.

Early each fall, professional Caribbean charter yachts return to their home ports, to make fastidious preparations for the **annual charter boat shows**. With many of the world's finest sailing and motor yachts in attendance, brokers arrive from far and wide to peruse the yachts they will represent during the coming year. Although such shows are not officially open to the public, they are prime opportunities to sneak a look at the cream of the crop.

In early November, shows are held in both the US and British Virgin Islands (October 31 - November 2 and November 4 - 6, respectively). The VI fleet features a vast range of sizes and styles, priced accordingly.

Nicholson Yacht Charters, one of the true pioneer companies of the charter industry has announced its 32nd Annual Charter Yacht Show in **Antigua**, December 4 - 12. The renowned fleet of internationally flagged vessels which gather here consists primarily of yachts over 100 feet — a sumptuous feast for the eyes.

—latitude 38/andy

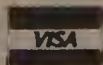
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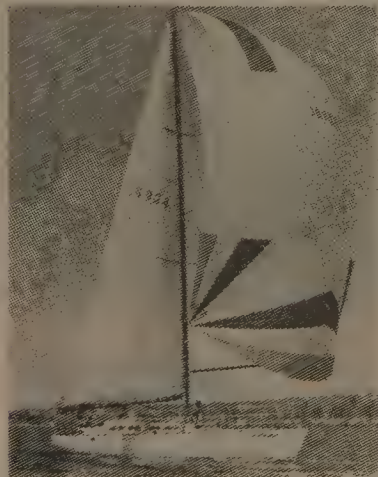
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Sun. 12th: "Murder on the
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Sun. 19th: Harold Jones
11 - 2pm & Friends*

Sun. 26th: "Murder on the
1 - 4pm High Seas"***

* \$35 Champagne Brunch

** \$65 Hors d'oeuvres & Champ.

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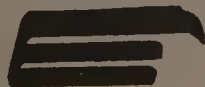
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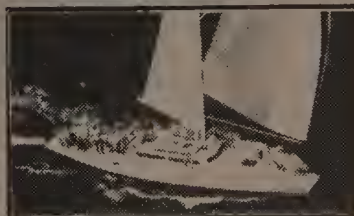
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THE RACING

With reports this month on the **Cal 20 Nationals**; Encinal YC's **Second Half Opener**; the **International Canoe Worlds** (definitely not a paddling event!); the record-breaking **SSS LongPac**; another St. Francis YC victory in the **SF Perpetual Race**; the **El Toro North Americans**; the **Trimble Coastal Race** for ULDB 70s; a pair of **local ocean races**; 'tips from the top' by local designer **Jim Antrim** regarding your keel and rudder; **box scores** of seven different regattas; and the usual overdose of **race notes** at the end.

Cal 20 Nationals

The 1993 Cal 20 Championship Regatta came to San Francisco Bay with a big bang on July 27-31. The 38-boat fleet was well represented by crews from outside the Bay Area: 19 boats from Southern California, one boat from British Columbia and four skippers from Hawaii joined 14 local sailors for the six race, one throwout series. Charles Gay of *Great Egret* easily gets the longest distance award for having traveled from Kathmandu, Nepal — a place of little Cal 20 activity.

After an intense week of racing, Neil Baker of the Seal Beach Fleet emerged victorious with his *Lolo*. Neil sailed a very steady series with one first, three seconds and a third for a winning score of 9.75 points. Neil was also the champion in 1989 — the last year the series was held on San Francisco Bay. With 12.5 points, King Harbor's Chris Collins gave Baker a run for his money. Chris actually could have won the series if he finished first in the last race and was able to put a few boats ahead of Neil. An unfortunate DNF in the second race due to a broken spreader had made the

Richmond YC-sponsored past few Omg Regattas in his tricked-out *Rigormortis*. The contingent from the southland sailed fast in all conditions and quickly figured out the right way to go on the course. To the locals' chagrin, the ebbtide chop and the afternoon winds didn't seem to have much effect on their boatspeed. Perhaps a blow of 25 or 30 knots might have made a difference, but even that is doubtful. Mike Schaumburg, who almost won the 1989 Championship regatta, was the only local to break into the top ten with a ninth place finish — despite having Dave Hodges and Bill Erkelens for a crew!

The SoCal boats also consistently showed their cousins how to get away from the line after the red shape was raised. Starts were very exciting for Bay Area sailors, who are used to fleets of 18 boats or less — although many of us definitely require lessons on how to accelerate out of a luff after the gun is sounded! Finding a hole on the line from a port tack approach is another technique worth practicing.

We had more recalls in this one series than we probably have had in local fleet



though we would be spending a full day just getting a race off! The Race Committee, with its multiple DNS's during the practice races, did well in letting us know early that pushing general recalls had its risks.

Richmond YC should be congratulated for its excellent race management. Regatta chair Kathleen Barr, race committee head Scott Rovanner and numerous members of our local Fleet 32 worked hard to ensure the success of the event.

Bren Meyer, Fleet 32 Measurer, deserves special recognition. He and his assistants spent many hours measuring keels, rudders and sails as well as weighing boats. It was good to see the class attempting to get a handle on some of the critical issues that define the Cal 20 as a one design (there were a number of keels being sanded due to an accurate measuring template!). Bill Lapworth would doubtless be pleased to see the Cal 20 class so active and healthy. What he would think about freak rigs, squared transoms, swivel mast steps, \$200 outboard well covers and other costly 'turbo' deviations from his



Men wearing sunglasses: From left, Cal pals Bren Meyer ('Ice', aka 'It's Time For Mr. Weenie'), Mike Schaumburg ('Orange Crate') and Dave Hodges.

races over the past ten years. During the practice series it seemed as though it was going to be a long week — it appeared as

mathematics all the more difficult for Collins.

The moderate-air series was dominated by boats from Southern California, who gave the rest of us a lesson in sailing. The San Francisco fleet was realistic about its chances after Alamitos Bay's Shawn Bennett won the

LATITUDE/ROB



LATITUDE/ROB

Old meets new in EYC's Second Half Opener: 'Christina', a vintage C&C 35, runs deep while the Melges 24 'First to Finish' reaches.

original design is less certain.

The Junior Championship Regatta, for youth sailors under 21, was one of the most successful in years with 11 entries. We took some consolation in the fact that the sons of long-time Fleet 32 sailors Charles Gay and Mike Schaumburg finished in the money. With Forrest Gay taking first, Joe Schaumburg in second and Hawaiian Matt Cochran third, it was great to see another generation of Cal 20 sailors on the horizon.

Overall it was a great week of competition with tacking duels and stacked mark roundings apparent throughout the fleet. As usual, Richmond Yacht Club proved itself to be a place run by sailors interested in good racing and having an enjoyable time.

— 'barney' barnett

NATIONALS — 1) Lolo, Neil Baker, 9.75 points; 2) Cheatah, Chris Collins, 12.5; 3) Southern Bell, Bruce Gollison, 15.5; 4) Dino, Hank Schofield, 18;

5) Rigormortis, Shawn Bennett, 21.75; 6) Veintisels, Chuck Clay, 25; 7) E-Ticket, Steve Brown, 34; 8) Adelaide, Walter Johnson, 41; 9) Orange Crate, Mike Schaumburg, 43; 10) Nepenthe, Bob Seabourn, 51.

Other local finishers: 12) Ice, Bren Meyer, 68 points; 17) Tension II, John Nooteboom, 74; 18) Great Egret, Charles Gay, 74; 23) Sea Saw, Dave Green, 105; 24) Farmers, Richard Von Ehrenkrook, 110; 26) Aolele, Julian Barnett, 121; 27) Illegal Procedure, Andy Brennan, 129; 28) Hana Pau, Hester Burn-Callendar, 133; 32) Tappo Picollo, Val Clayton, 144; 33) Audacious, George Blackman, 151; 35) Andalusia, Richard Taylor, 159; 37) Go-Go Dancer, Doug Russell, 163; 38) Muerte Verde, Bruce Hayes, 179. (38 boats)

EYC Second Half Opener

After an hour postponement, Encinal YC's fourth annual Second Half Opener was contested in 10-20 knots of breeze on July 31. A total of 162 boats sailed on three different courses ranging from 15.9 to 22.2 miles long, all ending concurrently in a colorful spinnaker run up the Estuary. The

deck getting reshuffled in those last five miles of light air running is one of the reasons many racing purists avoid this event. In fact, the race only counted towards season championships for about half the fleet.

Despite the crapshoot nature of the homestretch, the 'usual suspects' bubbled to the top. Notable finishes were turned in by two new Melges 24s — dealer Greg Dorland's *First to Finish* and Tony Pohl's *Batteries Not Included* — which ended up 1-3 in the big boat PHRF division. Dorland's yacht lived up to its name despite spending five minutes hard aground in the Estuary. Eventually, two of the crew went overboard to push the lightweight craft off the rocks.

Saturday night's festivities included two bands, tons of food and drink, fully-clothed swimming and the usual other shenanigans that occur when 500 sailors convene after a long day on the water. Gripes about the pin-end favored starting line, the weird starting combinations (what was EYC thinking to put 11:Metres, HDA-J and Olson 25s on the same line?) and the lack of communication the week before the race (YRA and EYC were definitely on different wavelengths) all were forgotten and forgiven as the pleasant evening wore on.

The next day, over 100 boats stuck around to sail in a buoy race on the T.I. course which saw winds up to 30 knots. If anything, it was a better race than the previous day, featuring a fairer windward/leeward course and steadier breeze.

IMS I — 1) *Bullseye*, N/M 43, Bob Garvie; 2) *Leading Lady*, Peterson 40, Bob Klein; 3) *Bang*, N/M 41, Max Gordon. (6 boats)

IMS II — 1) *Expeditious*, Express 34, Bartz Schneider; 2) *Petard*, Farr 36, Keith Buck; 3) *Marrakesh*, Express 34, Brad Bini. (6 boats)

DIV. H (0-114) — 1) *First to Finish*, Melges 24, Greg Dorland; 2) *Cavu II*, C&C 37, Brian Deans; 3) *Batteries Not Included*, Melges 24, Tony Pohl. (11 boats)

DIV. J (117-138) — 1) *Wind Chaser*, Ericson 35 Mk. III, Dick & Patti Cranor; 2) *Blue Max*, Dehler 34, Jim Freeland; 3) *Harp*, Catalina 38, Mike Mannix. (11 boats)

DIV. K (141-162) — 1) *Fast Forward*, Catalina 36, Jim Aton; 2) *Esprit Victorieux*, Beneteau First 305, Joe Melino; 3) *Leda II*, Lapworth 36, David James. (16 boats)

DIV. L (165-186) — 1) *Lelo Too*, Tartan 30, Emile Carles; 2) *Twilight Zone*, Merit 25, Paul Kamen; 3) *Crinan*, C&C 30, Bill West. (11 boats)

DIV. M (189-above) — 1) *Hippo*, Smith 24, Mark Wommack; 2) *Neblina*, Cal 28, Carter/Mosher; 3) *Skol*, International Folkboat, Mike Connor. (8 boats)

J/35 — 1) *Il Pellicano*, Andrei Glasberg; 2) *Equanimity*, Randy Paul; 3) *Jarlen*, Bob Bloom. (7 boats)



SANTANA 35 — 1) **Flexible Flyer**, Mike Creazzi; 2) **Breakout**, Les Raos; 3) **Wild Flower**, Art Mowry. (7 boats)

11:METRE — 1) **Ronstan**, Alistair Murray; 2) **Susie Kate's**, Priscilla Troy; 3) **Adrenaline Rush**, Tom Dinkel. (7 boats)

EXPRESS 37 — 1) **Re-Quest**, Glenn Isaacson; 2) **Spindrift V**, Larry & Lynn Wright; 3) **Danville Express**, Andy Hall. (12 boats)

HAWKFARM — 1) **Night Hawk**, John Siegal. (3

boats)

J/105 — 1) **Black Hawk**, Art Ball. (3 boats)

OLSON 30 — 1) **Dragonson**, Tim Knowles; 2) **Zephyros**, Dave Oliver. (4 boats)

CATALINA 30 — 1) **Fat Cat**, Seth Bailey. (1 boat)

J/29 — 1) **Black Lace**, Sodhani/Dincel; 2) **Advantage II**, Pat & Will Benedict. (6 boats)

CAL 29 — 1) **Serendipity**, B. Thomas. (3 boats)

ISL 28 — 1) **Silent Movie**, Pat Fryer. (1 boat)

CAL 2-27 — 1) **Checkout**, Misha Orloff; 2)

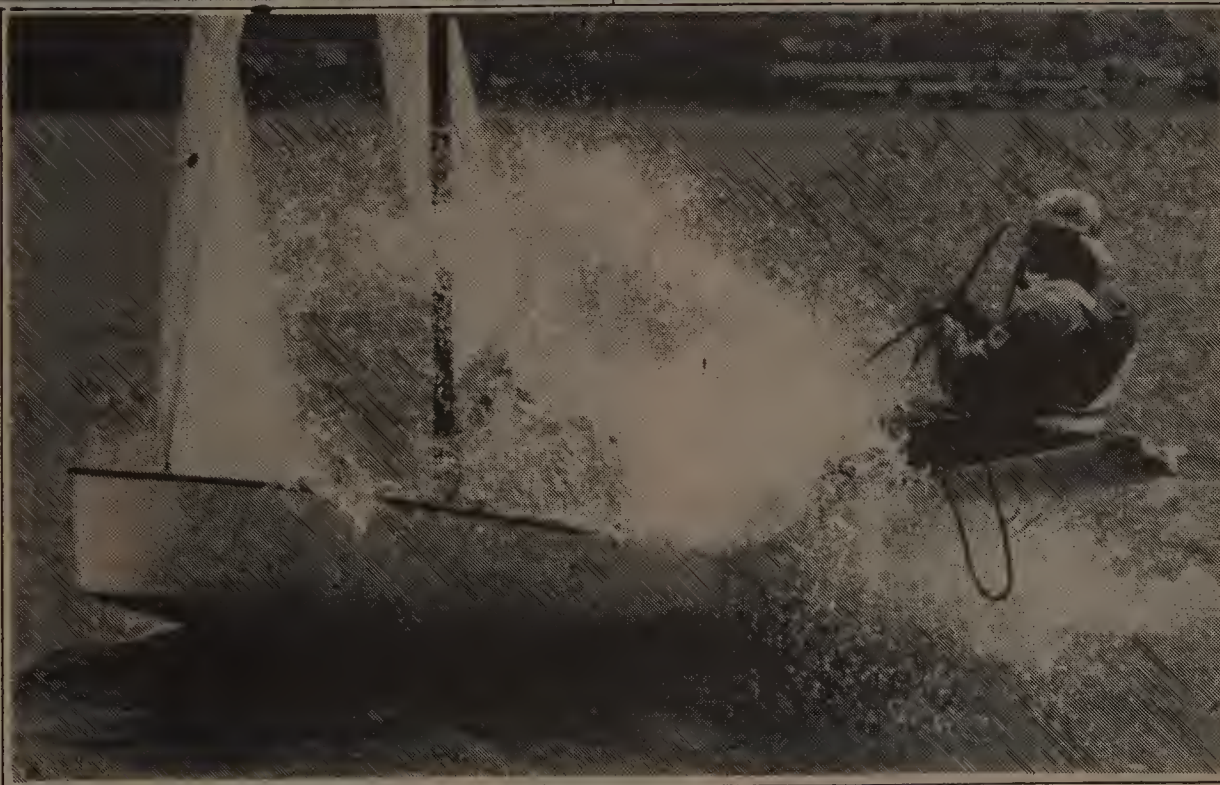
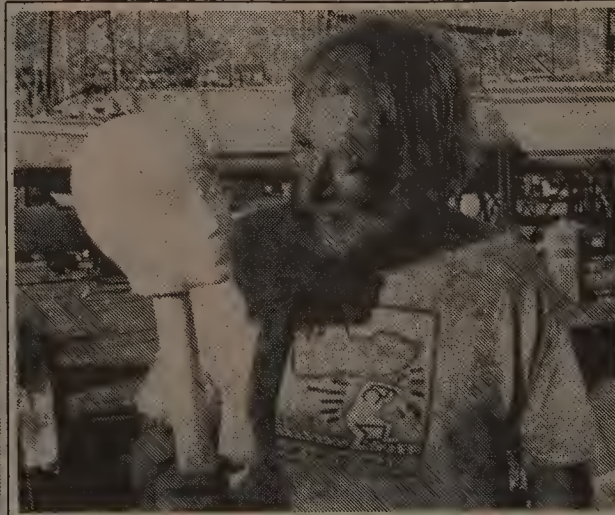
Temptation, Rollye Wiskerson; 3) **Con Carino**, Gary Albright. (7 boats)

CATALINA 27 — 1) **Latin Lass**, Bill Chapman; 2) **White Satin**, Jeff Richter; 3) **Dilly Dally**, Jay Capachi. (7 boats)

T-BIRD — 1) **Lyric**, James Newport. (1 boat)

OLSON 25 — 1) **E-Ticket**, Spooze Syndicate; 2) **Barking Dog**, Jeff Kroeber; 3) **No Slack**, Bill Thurman. (7 boats)

CHALLENGER — 1) **Quasar**, F. Martin; 2)



Thrills and spills on the Berkeley Circle: scenes from last month's International Canoe World Championship. All photos 'Latitude/rob.

Runaground Sue, James Van Balarigan. (5 boats)
ISLANDER BAHAMA 24 — 1) **Goose**, Bud Cohen; 2) **Artesian**, John Adams. (5 boats)
ARIEL — 1) **Pathfinder**, Ernie Rideout. (2 boats)
SANTANA 22 — 1) **Carlos**, Robert Ward; 2) **Soliton**, Mark Lowry. (6 boats)

Canoe Worlds

We'll let the above pictures tell the story of the International 10 Square Meter Canoe Worlds held on August 7-14 at Richmond YC. Billed as the fastest monohull single-handed sailboats in the world, the quirky 200-pound, 17-foot rocketships can also claim to be among the most expensive (\$7,000 to \$12,000) and dangerous (some guys actually wear helmets and goggles).

They're extremely fragile, too: Only 18 of the 62 boats entered managed to finish all seven drag races on the Berkeley Circle, as carbon fiber daggerboards, sliding seat carriages and even rigs exploded in the windy (10-25 knots) and extremely choppy going.

Three past IC World Champs dominated the regatta from the opening gun. Welshman Robin Wood, the '87 winner, opened and

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closed strongly to win with a stellar 1,1,2, (44),2,2,1 record. He was hard-pressed throughout by two Rhode Island sailors — boatbuilding and training partners Steve Clarke ('84 winner) and Lars Guck ('91 winner) — who ironically ended up in an unbreakable tie for second. Erich Chase, who lives in Marshall and trains with Del Olsen out of Richmond YC, finished a distant fourth, displaying awesome speed on the reaching legs. The rest of the international field (16 Brits, 16 Americans, 12 Germans, 8 Swedes, 6 Aussies, 4 Canadians) never really had a chance.

"It was the windiest regatta since the '81 Worlds on Buzzards Bay," claimed Olsen, who finished a respectable 22nd. "Physically, it was really tough — but the hardest part of all was the last day, saying goodbye to all these great friends you won't see for another three years."

1) Robin Wood, England, 8.25 points; 2) (tie) Steve Clark, USA, and Lars Guck, USA, 11.5; 4) Erich Chase, USA, 29; 5) Ola Barthelsson, Sweden, 40; 6) Sven Ahlenius, Sweden, 44; 7) Jens Reichert, Germany, 48; 8) Michael Fenwick, England, 52; 9) Chris Converse, USA, 55; 10) David Gilliland, 56. (62 boats)

First Time on the SSS LongPac

Greetings from longitude 126 degrees, 40 minutes west! That lonely location — 200 miles west of the Bay — was the destination of a record 23 single and doublehanded sailors early last month. The occasion was the fifth biennial Singlehanded Sailing Society's Great Pacific Longitude Race, the major qualifier for next summer's June 25th Singlehanded TransPac.

My Olson 34 *Razzberries* and I — along with about two-thirds of the fleet — were first-time entrants in this 400-mile test. Being basically a solo-sailing neophyte, it took me quite awhile to get prepared for this race. Gathering the long list of required safety equipment was just part of it; developing the correct mental attitude was also important. The recent Santa Barbara Race and subsequent three week cruise with my wife Lina proved to be a good shakedown for the LongPac. Among other 'tricks' I implemented were adding a gel battery and encasing the Autohelm in a plastic bag to avoid electrical and self-steering problems so common to shorthanders.

I adopted a conservative strategy for the LongPac — get plenty of rest, don't get caught with too much sail up, take plenty of fuel and water, and keep safety first. My goal this time was to finish in one piece, not necessarily to win. This approach worked well to maximize my enjoyment of the race — but in retrospect it was slow, especially at



night. After dark, I rarely went on deck except to reset a jib car that kept blowing off its track.

The race began pleasantly enough in a westerly breeze and an ebb tide at 8 a.m. on Thursday, August 5, off the Golden Gate Yacht Club. The first night out, I lost 5-6 miles to Ed Ruszel, who was aggressively sailing *Chelonia*, a Yankee 30, in the doublehanded mode with Peter Jones. Ed served as our communications boat, along with Stan Honey on his Cal 40 *Illusion*, for the 0600 and 1800 check-ins. Unfortunately for us, Stan raced so aggressively he was soon out of VHF range! He went on to finish in a record elapsed time of 2 days, 11 hours, correcting out by four hours over second place finisher Reed Overshiner in his Folkboat *Reliance*.

Despite forecasts of fairly heavy northwesterlies, the winds were generally in the 13-18 knot range. *Razzberries* averaged 6.3 knots over the course, most of the time with a reefed main and #2 or #3 jib. Psychologically, the first day was the toughest — some of the five boats that DNFed the race turned back during that period due to finding personal limits rather than to gear failure. But after the first night's sleep, the 'turn-around' waypoint drew closer, and suddenly seemed attainable before dark of the second day. My spirits soared!

Frankly, there's very little to see once you clear the Farallones — in my case, just a

'Razzberries' during the LongPac. Those 'crew-members' are actually mannequins that Bruce brought along for company.

few birds, some dolphins, one freighter, one fishing boat and two other racers. Other boats reported seeing pods of whales, but I wasn't so lucky. A sunny afternoon on the morning of the third day finally gave me a chance to take the required sextant shots of the sun. The rest of the time I spent watching the world go by, fiddling with the boat or reading. I hardly touched the tiller once outside the rockpile.

I was definitely in full 'cruise mode' when *Slipstream*, Greg Morris's Farr 33, began overtaking *Razzberries* with 60 miles to go. The two boats rate virtually even, so the race to the finish was on! The good news was it made the time pass quicker; the bad news was that Greg edged me out by five minutes at the finish line at 0200 hours on Sunday. If I'd only flown a kite going in the Gate... but it was blowing 15 to 20 still and who knows what would have happened.

Kudos and thanks to the Singlehanded Sailing Society, led by Commodore Pat Zajac and LongPac Race Chairman Rick Holway (who won Division III on *Pelagic Fantasy*), for the superb organization, the seminars, the early morning start and the all-day vigil at the finish line on Sunday. Hopefully, their starting line for the Singlehanded TransPac will have as many or more starters on the line!



TOM McDERMOTT/BOATPIX

Will I be doing the 'big' race next year? Probably not, although I'd like to some year. If I did it, I'd probably be more aggressive, leave the roller furling and cruising sails home, change sails more frequently, and pay more attention to sail trim and pointing (especially at night). But I'd continue to focus on safety — in the final analysis, you're on your own out there.

— *bruce nesbit*

DIV. I — 1) *Illusion*, Cal 40, Stan Honey; 2) *Slipstream*, Farr 33, Greg Morris; 3) *Razzberries*, Olson 34, Bruce Nesbit; 4) *Nidaros II*, Santana 30/30 GP, Bjarne Junge. (5 boats)

DIV. II — 1) *Pelagic Fantasy*, Newport 33-PH, Richard Holway; 2) *Doctor Who*, Merit 25, John Drewery; 3) *Geodesic II*, Morgan 30-2, Ralph Morganstern; 4) *Melody*, Scampi 30, Peter Myrner; 5) *Genesis*, Niagra 35, Dwight Odom. (7 boats)

DIV. III — 1) *Reliance*, International Folkboat, Reed Overshiner; 2) *Carolina Queen*, Hans Christian, Donald Crowe; 3) *Sabrina*, Coronado 34, Thomas Hoynes; 4) *Roxanne*, Ericson 27, Craig Haggart; 5) *Now or Never*, Ericson 32, Robert Crawford; 6) *Eumenides*, Orion 27, Clay Gwin. (8 boats)

DIV. IV (doublehanded) — 1) *Chelonia*, Yankee 30, Ruszel/Jones; 2) *Sierra Express*, Crealock 37, C. & L. O'Connor; 3) *Arcturus*, Pretorian 35, Bruce Morden. (3 boats)

OVERALL (singlehanded only) — 1) *Illusion*; 2) *Reliance*; 3) *Pelagic Fantasy*; 4) *Carolina Queen*; 5) *Slipstream*. (20 boats)

SF Perpetual Challenge Cup

St. Francis YC defended the prestigious San Francisco Perpetual Cup with relative ease on August 22, sailing Jim Mizell's Smith 43 *High Risk* to an elapsed time margin of 2 minutes, 25 seconds over Encinal YC's N/M 41 *Bang* on a 14.1-mile double windward/leeward Cityfront course. After applying the IMS handicaps, *Risk* corrected out a comfortable 1:46 minutes ahead. This was the 87th time the match racing contest has been held, and the seventh year in a row that St. Francis has won.

Bang's fate was actually sealed two minutes before the starting gun, as *Risk* starting helmsman and tactician Robbie Haines pinned them head to wind before sailing over the line with a 19 second advantage. Ted Wilson took over the steering chores from there, stretching *High Risk's* lead on all three upwind legs as the wind and flood built. "Robbie really handled them at the start," said Wilson. "The rest was pretty easy — all we had to do was cover them and not make any boathandling mistakes."

In addition to Mizell, Haines and Wilson,



RICH PIPKIN

the winning crew consisted of Hunt Conrad, Steve Baumhoff, Ronn Lowenthal, Rick Swanger, Ken Keefe, Gary Sadamori and Greg Prussia. The *Bang* gang was Chris Corlett (driver), Dee Smith (tactician), Max Gordon (owner), Steve Evans, Toby Cooper,

Andrew McDonald, Bill Colombo, Jim Graham, Hugh Loveless and Howie Marion.

Though St. Francis currently enjoys a stranglehold on the Perpetual Trophy, it wasn't always that way: Encinal YC won it in 1895 and 1896, the first two years it was contested. After losing it to Corinthian YC in 1897, they disappeared from the scene until this year. "We'll be back with another challenge in '95," vowed EYC's Dick Pino. "It would be great to win the trophy back 100 years later!"

El Toro North Americans

Whiskeytown sailmaker Hank Jotz took the El Toro North Americans again on July 31-August 7, beating fellow Whiskeytown buddy Al Kenstler in the sixth and final race to take the series. With the pressure on, Jotz drove Kenstler deep into the pack before squirting out ahead to win the race. "Jotz put on his usual masterful performance," marveled regatta official Russ Shroff. "He's so



LATITUDE/ROB

Big fun, little fun: Left, 'Bang' chases 'High Risk' in the SF Perpetual Trophy. Above, Hank Jotz.

good he could win every one of these regattas if he wanted to."

Then again, defending champion Kui Lim from Hawaii — the other 'living legend' in the El Toro class — didn't show up for the San Francisco YC-hosted contest. In fact,

THE RACING

none of the Hawaiian contingent made it over this year. "Maybe Richardson Bay is too cold for them," joked Shroff. All the other players were there; however, for the fun-filled, family-oriented week of playing in and around these tiny toys.

Geoff Bishop of Fairfax narrowly won the Silver Division (the adult fleet was split in half after a three-race sail-off). Will Paxton of Richmond won the Intermediate title for the second year in a row, Clayton's Jason Martin took Junior A, and Evan Schumacher, son of Alameda yacht designer Carl Schumacher, dominated Junior B.

GOLD — 1) Hank Jotz, 9.5 points; 2) Al Kenstler, 13.5; 3) Garrett Greenwood, 19; 4) Gordon Nash, 20.75; 5) Fred Paxton, 23; 6) Dana Shields, 36; 7) (tie) Dennis Silva and George Morris, 40; 9) Art Lewis, 46; 10) Jim DeWitt, 46.75. (21 boats)

SILVER — 1) Geoff Bishop, 8.25 points; 2) Chuck Watts, 8.75; 3) Bob Hrubes, 9.5; 4) Hank Easom, 20; 5) (tie) Vicki Gilmour & Ron Locke, 25; 7) Bill O'Connor, 33; 8) Malcolm Wilson, 37; 9) Casey Fitz-Gerald, 38, 38; 10) Gail Yando, 41. (18 boats)

INTERMEDIATE (15-18 years old) — 1) Will Paxton, 3.75 points; 2) Paul Saitta, 10.75; 3) Skip McCormack, 13. (6 boats)

JUNIOR A (12-14 years old) — 1) Jason Martin, 8.25 points; 2) Dana Jones, 11.5; 3) Sean Fabre, 11.75; 4) Nick Nash, 15; 5) Kris Greenough, 24. (11 boats)

JUNIOR B (under 12 years old) — 1) Evan Schumacher, 6.25 points; 2) Zach Weinstein, 11.75; 3) Andy Schmidt, 14.75; 4) Seth Berling, 30; 5) Ian Rogers, 33. (19 boats)

Trimble Coastal Race

The 214-mile 'coastal sprint' from Santa Cruz to Santa Barbara on August 13-14 attracted 14 entries, making this the best-attended event on this year's Sled Circuit. Most TransPac sleds came directly to Santa Cruz from Hawaii, while others came up from Southern California in hopes of the break-neck surfing conditions experienced in last summer's Aldo Alessio Race, when the sleds flew to Long Beach in winds up to 35 knots and 8-foot seas. With speedos routinely pegging the low to mid-20s, last year's run from Mile Rock to Pt. Conception took only 17 hours at an average speed of over 16 knots. While this year's race wasn't quite as spectacular, the excellent turnout and variety of conditions did make for some challenging sailing.

Despite being one of the most competitive offshore classes on the planet, it was odd to note that off the starting line in Santa Cruz there was no consensus on what sail combination to use. With 12 to 15 knots of wind at 45-60° apparent, some boats carried jib tops, some blast reachers with or without staysails, some with #1 genoas, some with #2s and even #3s. Clearly, everyone had



Area G 'Adams Madams', from left: Anna Peachy, Jan Critchley, Susie Madrigali, Melinda Erkelens and Stephanie Wondolleck. See 'Race Notes'.

different ideas on how to optimize VMG.

Those that selected #1s saved themselves a sail change when the wind lightened and headed as the fleet approached Cypress Point at the south end of Monterey Bay. By mid-afternoon, it had died away to almost nothing, showing no respect for sled guru Bill Lee, whose 'Wizard Tips' on how to sail the central California coast specified building breeze and a lift. Regardless, at this point the fleet split in half: one group headed west in hopes of picking up the offshore breeze, while the other struggled down the shoreline, picking up both local zephyrs and golf pointers from their front-row seats off Pebble Beach. The northwesterly filled by early evening, arriving first to the inshore group. Off Point Sur, the breeze built to over 20 knots and .5 and .6 ounce kites were then peeled in favor of .75 and .85s. A moonless yet phosphorescent night of good sledding followed.

While there seemed negligible advantage to being inshore or offshore during the night's run down the coast, the morning approach to Point Arguello was critical. Those that remained offshore stayed in stronger breeze and seemed to VMG better than those tempted to shave off miles by cutting the corner. At least with clear conditions and GPS technology the fleet avoided the fate of those seven U.S. Navy destroyers which in 1923 made a deadly DR error by turning hard left at Pt. Arguello, thinking it was Pt. Conception, and beached at full steam on the shores of what is now Vandenberg Air Force Base. The few sleds that cut inside at Pt. Conception seemed to repeat history, as they drifted just inside the wind line while the competition reached in high and fast from south of rhumb for the remaining 40 miles to the finish. Another

hole close to the Santa Barbara Airport, however, soon compressed the fleet again. Not until early afternoon when a light southwesterly seabreeze filled did everyone get moving again downwind towards the finish, now only three miles away.

These remaining few miles were nail-biters. At the finish, after 25 hours and 36 minutes on the course, Roy Disney's *Pye-wacket* earned the gun. *Victoria* and *Mirage* finished only six and 11 minutes back, respectively, followed by the rest of the fleet in rapid succession. Only a minute and a half separated eighth through eleventh-placed finishers *Alchemy*, *Holua*, TransPac-winner *Silver Bullet* and *Starship*!

Disney and second-place finisher Mike Campbell were awarded an Ensign handheld GPS provided by race sponsor Trimble Navigation, who is keen to make their

TIPS FROM THE TOP:

I recently took a neighbor along for a race on the Bay, just to give him a taste of the sport. "It's amazing," he commented later. "You sailors are always looking up. You spend more time watching the sails than where you're going! What are you looking for?" I explained to him the importance of sail shape and trim — that sails are your 'engine', and so on. But his comments made me think.

Every sailor has at least a seat-of-the-pants knowledge of sail shape. We all know the leech shouldn't be too round; the draft should be 40-50% aft; a flat entry is tough to hold in the groove; a round entry doesn't point. But what about the underwater 'sails' — the keel and rudder? Those sails are set all day long, upwind and down. Out of sight, out of mind? Do you rush to your sailmaker at the first sign of jib leech curl, yet ignore your underwater foils for years?

What should you look for? Let's limit the

sponsorship an annual event. The positive feedback after the race suggests the class may try to incorporate more coastal sprints into future race schedules, favoring the shorter distances, breezier conditions and simpler logistics. While not intended to replace other offshore events, these overnight coastal sprints seem like a more promising venue — especially compared to the light air normally encountered in a typical Mexico marathon (as well as this year's TransPac). The Aldo Alessio is already on next year's ULDB 70 schedule — hopefully the turnout and the competition will be just as great as it was for this race.

— dobbs davis

COASTAL RACE — 1) Pyewacket, SC 70, Roy Disney; 2) Victoria, Andrews 70, Mike Campbell; 3) Mirage, SC 70, Jim Ryley; 4) Mongoose, SC 70, Joe Case; 5) Orient Express, SC 70, Peter Tong; 6) Taxi Dancer, R/P 70, Mitch Rouse; 7) Cheval, N/M 70, Ha! Ward; 8) Alchemy, Andrews 70, Dick Compton; 9) Holua, SC 70, Blake Quinn; 10) Silver Bullet, SC 70, John DeLaura; 11) Starship I, N/M 68, David Delo; 12) Grand Illusion, SC 70, Ed McDowell; 13) Evolution, SC 70, Brack Duker; 14) Cheetah, Peterson 66, Pennington/Baker. (14 boats)

SEASON TO DATE (best 4 of 5 races) — 1) Silver Bullet, 63 points; 2) Pyewacket, 55; 3) Victoria, 51; 4) Evolution, 43; 5) Holua, 42; 6) Alchemy, 37; 7) Orient Express, 34; 8) Grand Illusion, 34; 9) Cheval, 28; 10) Mongoose, 24. (17 boats)

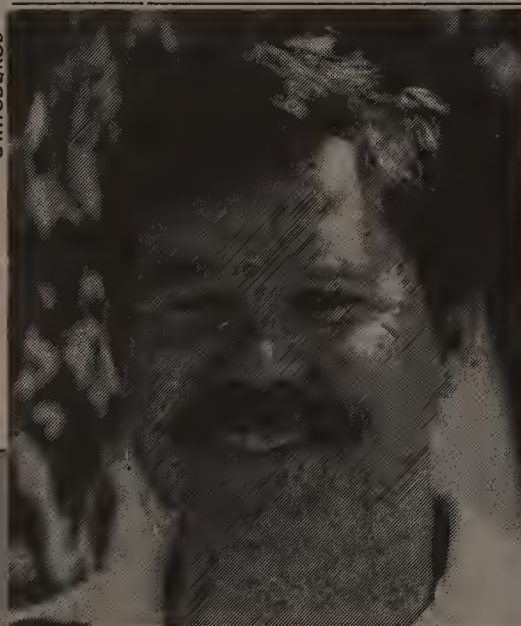
JIM ANTRIM

discussion to foil shapes for this go-around. The foil shape is a section through the blade parallel to the waterline, basically the shape you would be trimming if it was a sail we were talking about. 'Chord' is the distance from leading to trailing edge.

Nose radius — Nose radius should be 0.7-1.1% chord for a 10% thick foil (typical keel); and 1.5-2.5% for a 15% thick foil (typical rudder). A sharp entry will stall easily, and is slow because it destroys laminar flow. A sharp entry acts like a flat plate keel, creating a pressure peak at the nose. This increases weather helm. That's why keels are further aft on boats with flat plate keels or centerboards. Too full an entry is also slow, especially downwind.

Curvature — The tightest curvature should be at the leading edge. Surface curvature should decrease gradually and steadily toward the trailing edge. (Repeat this three times.) A very common error is a

LATITUDE/ROB



Jim Antrim, aka 'The Wizard of El Sobrante'.

relatively flat spot just aft of the nose radius. No good! Gradual change in radius of curvature is the key, especially at the leading edge.

What does a gradual curve look like? Think of a parabola. This is, of course, the coolest curve in the universe — the mathematical equivalent of the meaning of life (42, if you're a *Heart of Gold* crew). To look at a parabola, go find a water fountain. You want the kind that overshoots like crazy, far enough to "accidentally" soak the gray-haired lady and her little yipping poodle. But I digress: the point is that the lovely arch the water makes is a parabola. Your leading edge should look like that.

Two More Ocean Races

Two of the four races on OYRA's fall schedule were sailed last month. Richmond YC's Junior Waterhouse Race on August 7 was a fairly typical ocean race (#3 at start, shift up to the #1, set the .5 ounce, shift up to the .75 on the way in. . .) with the added twist of finishing at the Richmond YC clubhouse, where a pig roast and cocktails awaited.

On the other hand, Vallejo YC's Ocean-Vallejo Race on August 21 was a drawn-out endurance contest which saw about half the fleet DNF and/or finish after midnight. The beginning and end of the challenging excursion were painfully light, while the middle part was windy enough to dismast Nick Barnhill's Olson 911S Redux. "We stuffed the pole into the water during a round-down, and couldn't get the foreguy off in time," said Barnhill, who was leading his class by over an hour when the accident occurred.

Turnouts for both races — 35 and 29 boats respectively — was disappointingly low despite the 'destination' appeal of these races. "If anyone's got any brainstorm on how to increase our numbers, please call me at (415) 765-3580," said OYRA potentate Don Lessley. The final two races of the season will occur on September 18-19 (Drakes Bay) and October 2-3 (Half Moon Bay). As in the past, the latter race will probably be free to enter (with proper registration and waivers, of course).

JR. WATERHOUSE (Aug 7 — 47.8 and 20.1 miles):

PHRO I — 1) Pegasus XIV, Newland 368, Dan Newland; 2) Blitz, Express 37, George Neill; 3) Kingfish, SC 40, John Kerslake. (6 boats)

PHRO II — 1) Rocinante, Beneteau 42, Alex Malaccorto; 2) Wind Chaser, Ericson 35 Mk. III, Dick & Patti Cranor; 3) Razzmatazz, Swan 46, Dennis Robbins. (6 boats)

IMS I & II — Pending. (6 boats)

MORA I — 1) Locomotion, Express 27, Mike Radcliffe; 2) WYSIWYG, Olson 30, Don Martin; 3) Friday, Express 27, John Liebenberg. (5 boats)

MORA II — 1) Siva, Olson 25, Gal Bar-Or; 2) Freewind, Cal 9.2, Don & Betty Lessley; 3) Roadhouse Blues, Hawkfarm, Bentsen/Boschma. (8 boats)

CRUZ — 1) Nan Sea, Islander 30 Mk. II, David Hillstrom. (2 boats)

ASH (monohull) — 1) Great Fun, Davidson 50, Stan Glaros. (1 boat)

ASH (multihull) — 1) Aotea, Antrim 40, Peter Hogg. (1 boat)

OCEAN VALLEJO (Aug. 22 — 52.2 and 31.6 miles):

IMS I — 1) Bullseye, N/M 43, Bob Garvie. (2

ON FOILS

Another common error is a blade that is sort of flat halfway back, then rounder near the trailing edge. Just like a sail, the leech should not be round. The last 20% of the chord should be very nearly flat — slightly round or slightly hollow. Maximum thickness should be at 30-45% chord.

Symmetry — It is extremely difficult to build a truly symmetrical foil. Even top quality production yachts and premier custom boats can have an asymmetric rudder or keel. Tom Wylie uses a neat trick as a quick check for symmetry near the trailing or leading edge. It's fun to try out on different boats around the yard. Say you want to check the trailing edge of a keel that has a four foot chord. Use a tape measure or an available stick as a straight edge. Extend the tape about one foot (25% chord) alongside the foil; and use your thumb or finger as a spacer to the trailing edge, so that the front of the tape is tangent to the foil. Now mirror

THE RACING

boats)

IMS II — 1) **Sweet Okole**, Farr 36, Dean Treadway. (1 boat)

PHRO I — 1) **My Rubber Ducky**, Hobie 33, Lee Garami; 2) **Pegasus XIV**, Newland 368, Dan Newland. (6 boats)

PHRO II — 1) **Wind Chaser**, Ericson 35 Mk. III, Dick & Patti Cranor; 2) **Rocinante**, Beneteau 42, Alex Malaccorto. (4 boats)

MORA I — 1) **WYSIWYG**, Olson 30, Don Martin. (3 boats)

MORA II — 1) **Freewind**, Cal 9.2, Don & Betty Lessley; 2) **Culo Bagnato**, Cal 20, Mike Warren. (6 boats)

CRUZ — 1) **Ostinato**, Islander 30 Mk. II, E. Walton Kirk; 2) **Nan Sea**, Islander 30 Mk. II, David Hillstrom. (4 boats)

ASH — 1) **Aotea**, Antrim 40, Peter Hogg. (3 boats)

Box Scores

Following are results of various other regattas that occurred during August. So many races, so little time!

SIMPSON REGATTA (StFYC; July 31-Aug. 1; 4 races):

ETCHELLS — 1) **White Jacket**, John Satak/Don Jesberg, 8.25 points; 2) **Six Hundred**, Hank Easom/Chuck Mohn, 11; 3) **Jumper**, John Ravizza, 17.75; 4) **Rebellious Lady**, Kers Clausen, 18; 5) **Three Live Crew**, Mike LaHorgue, 19; 6) **Mr. Natural**, Bill Barton, 22; 7) **Secret Weapon**, Perkins Bros., 23; 8) **Celebration**, Henry Fisher, 29; 9) **#860**, Bob Park, 35; 10) **Hyper**, Tom Oller, 45. (13 boats)

J/24 — 1) **Fly United**, Don Oliver/Seadon Wijsen, 7.25 points; 2) **Electra**, John Oldham, 11; 3) **Grinder**, Jeff Littfin, 14; 4) **SFPF**, Melissa Purdy,

19.75; 5) **Wonder Woman**, Team PKD, 21; 6) **Deja Vu**, Rod Cook, 23; 7) **Going to Disneyland**, Peter Young, 24; 8) **Max J**, Ray Sanchez-Pescador, 35; 9) **Escalator**, Neil Weintraut, 36; 10) **Downtown Uproar**, Wayne Clough, 41. (20 boats)

IMS REGATTA (StFYC; August 14-15; 3 races):

IMS I — 1) **Bullseye**, N/M 43, Bob Garvie/Kimo Worthington, 4.5 points; 2) **Bang**, N/M 41, Max Gordon/Chris Corlett, 6; 3) **Leading Lady**, Peterson 40, Bob Klein, 7.75 points; 4) **Phantom**, J/44, Jack Clapper, 11; 5) **X-Dream**, X-119, Steen Moller, 15. (5 boats)

IMS II — 1) **Jack Rabbit**, Islander 40, Dave Liggett, 3.5 points; 2) **National Biscuit**, Schumacher 35, Colin Case, 10.75; 3) **Expeditious**, Express 34, Bartz Schneider, 11; 4) **Sweet Okole**, Farr 36, Dean Treadway, 13; 5) **Petard**, Farr 36, Keith Buck, 16; 6) **Warlock**, Express 37, Peltier/Rettie, 17; 7) **Ozone**, Olson 34, Carl Bauer, 17; 8) **Surefire**, Frers 36, Carter Bros., 19; 9) **Razzberries**, Olson 34, Bruce Nesbit, 27; 10) **Marrakesh**, Express 34, Brad Bini, 32. (10 boats)

FRANKS TRACT REGATTA (ACYC; August 21-22):

PHRF — 1) **Bad Dog**, J/22, Walker/Haas; 2) **Knots**, J/24, John Notman; 3) **Quickie**, J/24, Jim Hackman; 4) **Flamingo**, J/24, Britt West. (16 boats; 3 races)

5.5 METERS — 1) **Bandit**, Chris Shepard; 2) **Chaos**, Jim Warfield; 3) **Italia**, J. Orsi. (8 boats; 4 races)

WYLIE WABBIT WIVER WUN (August 21; 52 miles):

1) **Kwazy**, Colin Moore; 2) **Hare'm Scare'm**,



Zane Working; 3) **Mr. McGregor**, Kim Desenberg; 4) **Road Kill**, Joe Hulse; 5) **Jombow**, Jon Stewart; 6) **Tulewmeia**, Mark Harpainter; 7) **Contingent**, Jerry Keefe; 8) **Hare Ball**, Jim Malloy; 9) **Wet Buns**, Bill Gardner; 10) **Thumper**, Mike Prentice; 11) **Sly Rabbit**, Tony Hartinger; 12) **Mr. Bill**, Bill Partridge. (12 boats)

FEAR & LOATHING (SFYC; August 21-22; 4 races):

J/24 — 1) **Small Flying Patio Furniture**, Melissa & Tom Purdy, 6.75 points; 2) **Dejavu**, Phil Perkins/Don Nazzal, 14.75; 3) **Electra**, John Oldham, 17; 4) **Group Therapy**, Steve Kirkpatrick, 24; 5) **Bondo Mama**, Al Sargent, 25; 6) **Oops**, Vicki Sodaro, 26; 7) **Estrogen**, Peter Young, 28.75; 8) **Max J**, Ray Sanchez-Pescador, 33; 9) **Wonder Woman**, Dines/Kennelly/Pugh, 35; 10) **Entropy**, Neil Weintraut, 41. (18 boats)

WOMEN'S REGATTA (TibYC; August 22; 2 races):

DIV. I — 1) **Kapingamerangi**, Santana 35, Beth Bell; 2) **Frenzy**, Moore 24, Joan McCammon/Susan Woodrum; 3) **Legacy**, Ranger 29, Susan Hoehler. (5 boats)

DIV. II — 1) **Out of Sight**, Laser 28, Judy Driscoll; 2) **Roller Coaster**, J/30, Jen Hauser. (4 boats)

GRACIE & GEORGE (EYC; August 22; 10.2 miles):

DIV. A (0-120) — 1) **Ronstan**, 11:Metre, Terri & Mike Ratiani; 2) **Jarlen**, J/35, Ruth Suzuki/Bob Bloom; 3) **Harp**, Catalina 38, Sally Rowe/Mike Mannix; 4) **Zephyros**, Olson 30, Julia Roberts/Dave Oliver; 5) **Cabaret**, S/J 35, Elizabeth Taylor/Bill Keith. (11 boats)

DIV. B (121-179) — 1) **Frog in French**, Express 27, Sally & Kame Richards; 2) **Hurricane**, Moore 24,

TIPS, CONT'D: FOILS

this guide to the other side of the foil. More often than not, you will see a different shape port and starboard.

An asymmetrical keel may be difficult to feel when sailing, since the keel is near the center of effort of the sails. An asymmetric rudder, on the other hand, will often make the helm unbalanced between port and starboard. In extreme cases, you may feel lee helm on one tack and a very light helm on the other. What are the consequences of asymmetry? Your boat may be slightly fast on one tack and slow on the other — or, more likely, slightly slow on one tack and painfully slow on the other.

Shimmy, vibrations and hum at high speed may be caused by asymmetry of the board, keel or rudder, but they can also be the result of other factors like a thick trailing edge or a tip radius (at the bottom of the leading edge) that is too sharp. In any case, the phenomenon is the result of unstable

flow around the foil, never a good thing. Trailing edges should be sharp-cornered so the water knows unequivocally when its time to leave. Yet if the square edge is thick, a little vortex will roll off first from the starboard edge, then the port edge. Hence the hum. Fluid dynamic experts call this a "vortex street". No doubt Lee Helm has lectured Max on it at one time or another in her overbearing way. I understand Express 37s are curing this by bevelling the trailing edge slightly, so that the vortex always leaves from one side.

Talk to your designer. Make some templates of a good foil shape. Buy yourself some different grits of sandpaper and get to work. And as the dust flies, console yourself with the knowledge that your keel should hold its shape without being recut for several seasons.

— jim antrim
naval architect



COURTESY WINDQUEST

The DeVos family's sensational new R/P IMS 70-footer 'Windquest'. If you've ever bought an Amway product, you helped pay for this boat.

Julie & Adam Sadeg; 3) **Chesapeake**, Merit 25, Elizabeth McDonald/Jim Fair; 4) **Retriever**, Wavelength 24, Meg Ryan/Dave Maxwell; 5) **Dr. Who**, Merit 25, Caroline Ross/John Drewery. (15 boats)

DIV. III (180-above) — 1) **Riff Raff**, Santana 22, Julie Weiland/Erik Menzel; 2) **Red Fox**, Ranger 29, Mary Lindsey/Mel Gibson; 3) **Lelo Too**, Tartan 30, April Daniels/Emile Carles; 4) **No Name**, Cal 20, Susan Taffle/Steve Seal; 5) **Impossible**, Ranger 23, Gary Kneeland/Cher. (12 boats)

OVERALL — 1) **Ronstan**; 2) **Frog in French**; 3) **Jarlen**; 4) **Harp**; 5) **Zephyros**. (38 boats)

Race Notes

My three sons: **Windquest**, Rich DeVos' deluxe new R/P 70-foot IMS design, did exactly what she was designed to do in her first two outings — finish first. With sons Dick, Doug and Dan sharing the driving and John Bertrand calling the shots, **Windquest** took line honors in the 333-mile Chicago-Mackinac Race on July 17-18. A week later, in the 259-mile Port Huron-Mackinac Race, she did it again, finishing in 26 hours, 41 minutes to break the course record by five hours. The '**Estonia Twins**', the Andrews 70s **Renegade** and **Trader**, finished just minutes behind **Windquest** in each race. In fact, **Trader** won both races on corrected time over **Windquest**, which supposedly cost three times as much the **Estonia** alternative. It raises an interesting question: would you

rather spend a dollar and finish first, or spend 33 cents and win the race?

Briefly noted: Local Etchells dealer **Kers Clausen** sailed his **Rebellious Lady** to a solid 10th out of 35 in the **Etchells NAs** back on Lake St. Claire (aka "Lake Stupid"), Michigan, on August 7-13. Dave Curtis won the event for the *eightth* time! . . . Peter Hurley of Mantoloking, NJ, won the 1993 **George D. O'Day Trophy**, the U.S. Single-handed Sailing Championship, in Tom's River, NJ, in early August. The regatta was sailed in Zumas, a class we can honestly say we've never heard of. Menlo Park's **Blake Middleton** represented Area G, coming in sixth. . . Results of Santa Cruz YC's **Spring One Design Series** finally appeared at our office. Congratulations to the following: SC 27 — **Kurtzweile**, Bret G ripenstraw (14 boats); Moore 24 — **Adios**, Scott Walecka (16 boats); J/24 — **Pau Hana**, Cliff McNamara (5 boats); and Santana 22 — **Surge II**, Charlie Roskos (8 boats).

Steel Danielles: In the absence of Rebecca Harris, who was off at the Europe Dinghy Worlds in Denmark, 17-year-old Danielle Brennan of New York City captured this year's **Leiter Trophy**, aka the US Sailing/Rolux Junior Women's Championship. Held in Houston in early August, the Laser Radial event attracted 77 young women from all over the country. **Danielle Hill** of Tiburon was the top Area G rep, finishing her youth career with a very respectable seventh. Hill will attend UC Irvine this fall and is looking forward to the rough and tumble collegiate dinghy circuit.

Other NorCal participants in the Leiter Trophy were Annalise Moore (9th), Kate O'Leary (22) and Erica Mattson (45th).

Midget notes: Zoo III, a brand new N/M 30 owned by Ron Sisson of Holland, Michigan, was the overall winner at the **MORC Internationals** on Lake Erie on July 26-30. Forty-nine boats sailed in the event. . . The **Thunderbird Internationals** attracted 32 boats up to Vancouver, BC, on July 25-30. Class president Grant Chyz won for the second time in his **Raptor** (cool name!); Bay Area sailors Doug Carroll and Jim Glosli finished 16th and 25th, respectively. . .

Here and there: StFYC's **Patrick Whitmarsh** easily won PICYA's lightly-attended **Chispa Trophy** in Lasers on August 14. Geoff Bishop of Tiburon YC was second, while RYC's Dan Swartz was third in the five-boat fleet. Whitmarsh earned bonus style points by sailing his Laser both to and from the Encinal YC regatta site from his homeport of St. Francis YC. . . 'Gomer Crab-crusher' reports that Neville Throckmorton's Santana 22 **Nirvana** was the overall winner of the **San Leandro YC Centennial Perpetual Trophy Race** on July 31. Nine boats competed.

Road warriorettes: **Susie Madrigali** will



LATITUDE/JR

Tiburon's Danielle Hill finished well in the recent Leiter Trophy.

represent Area G in the U.S. Women's Sailing Championship, aka the **Adams Cup**, on September 22-26 in Marblehead. Crewing for Susie in the Sonar competition will be Jan Critchley, Melinda Erkelens and Anna Peachy. The team will also compete in the

THE RACING SHEET

arguably tougher **Rolex International Women's Keelboat Championship** in Newport, RI, on September 10-17. For that J/24 event, they'll be joined by Stephanie Wondolleck. "It's an ambitious program," admits Erkelens, "and we're still under-financed." (Hint, hint.) Also competing at the Rolex Championship will be Bay sailors **Melissa Purdy** (with a team of East Coasters including Dawn Riley) and **Vicki Sodaro**, whose crew includes Liz Baylis, Susie Humphreys and Tara Fitz-Gerald.

Speaking of USSA championships, the Richmond YC team of skipper Will Benedict, Rowan Fennell and Yano Casalina finished a respectable fourth in the **Sears Cup** competition in Houston on August 15-20. Fifty-seven of the best youth sailors in the country were on hand to battle the 100° heat as well as each other in singlehanded (Laser), doublehanded (420s) and triplehanded (J/22) competition. The other Area G representatives, RYC's Skip McCormick in the Smythe, and StFYC's Dave Chatham and JP Cling in the Bemis, didn't fare as well.

Seattle scene: "The **Ultimate 30** class is alive and well! We're experiencing a legitimate rebirth up here," claims former Bay Area resident **Russ Johnson**. "There are seven of us sailing now. We no longer seek sponsorship or prize money; there are no pros in the class; we just go out and race. It's not as windy here as on the Bay, so we're not swimming as much or blowing up the boats. We're having a ball!"

three are all owned by Seattlites now). "We're hoping *Albatross* and *Spot Sport* will join us, too," says Russ, who's organizing the Ultimate 30 Nationals in conjunction with the Puget Sound Sailing Championship on October 23-24.

Mumms the word: England's Royal Ocean Racing Club recently selected a Bruce Farr designed, Barry Carroll-built IMS 36-footer to replace One Tonners as the new 'small boat' class at the next two Admiral's Cups ('95 and '97). The design, now known as the **Mumm 36**, has been in production since late 1992; the latest one, David Clarke's **Pigs in Space** (remember the Muppets takeoff on *Star Trek*?) has been ripping up the East Coast and will probably show up for the Big Boat Series. Eleven Mumm 36s have been pre-sold to date, with the prospect of as many as 100 more to follow — where else can you buy a world class race boat with a guaranteed 4-year competitive life? Other licensed builders besides Carroll include Cookson (NZ), Astillero del Estuario (Argentina) and Beneteau (France).

"The Mumm 36 really gets up and goes," says **Dee Smith**, a crewmember on *Pigs* in their recent Around Long Island (NY) Race victory. "It's the best little IMS boat I've seen yet, and at about \$150,000 all up, I'd say it's a pretty good deal." Dee's been busy lately, also winning Solomon Island Race Week on *Gaucha*, the TransPac on *Morning Glory*,

are offering to anyone who finishes their race from Los Angeles to Osaka beginning on April 24, 1994. Commemorating the opening of the Kansai International Airport, the event also offers starts from Brisbane, Shanghai, Pusan and Vladivostok (with lesser sum of 'return money' for nearer ports). Forty-five boats have already entered, including six from the U.S. Want to make the jaunt to Japan? Fax 81-6-941-1794 for entry info.

They're baacccck! The recently formed **San Francisco Bay Quarter Ton Association** now lists 12 boats on their membership roster — but they want more! To foster interest, they're offering \$1,000 in prizes in their upcoming 'Quarter Ton Participation Series', two weekends of racing beginning in mid-September. First place will earn \$500 cash, courtesy of Portsmouth Financial Services; SF Boatworks and Bay Riggers are putting up the other prizes. "Beg, borrow or steal a quarter tonner and come join us," says class secretary **Johnston Melbostad**, who can be reached at (415) 695-7617 for entry details. "Better yet, buy one — they're incredibly cheap!" Currently leading the summer championship series (which the QTA organized and runs independently from YRA) is the oldest boat, Bill and Richard Melbostad's 1964-vintage *Nightingale Navigator*. Jock MacLean's revamped Davidson 25 *Fun* is running second; Roger Peter's Schumacher 26 *War 2* is third.

As we go to press, a fleet of 25-30 boats are competing in the fifth biennial **Rolex Swan California Regatta** in Long Beach on August 25-29. Northern California entries include Ted and Sherrie Kozloff's Swan 651 *White Knight*, Clay Bernard's Swan 55 *Swan Fun* and John and Jean Harris's Swan 51 *Harlot*. Tune in next time for results.

Grand prix notes: French boardsailor **Babette Coquelle**, hit 40.5-knots on July 22 in Tarifa, Spain, upping her own world speed record for the third time. Earlier this year, French boardsailor Thierry Bielak set the outright world speed record at 45.34 knots. . . The German team of *Pinta*, *Rubin XII* and *Container* won the **Admiral's Cup** over eight other teams in a war of attrition. . . Javier de la Gandara's *Whitbread 60 Galicia 93 Pescanova* won the **Fastnet Race**, pounding three *Whitbread* maxis. *Winston* and *Intrum Justicia* finished second and third — an interesting development that bodes well for the new class's chances in the upcoming **Whitbread Race**. Want to learn more about these big-time events? Sorry, but you won't find it here. Check the glossies out next month, particularly *Seahorse*, the much-improved international yacht racing magazine out of England. . .



Russ Johnson and the 'Loose Screw' crew threatening to pop the photographer's inflatable.

Johnson, a Crowley Maritime exec who successfully campaigned the Express 27 *Leon Russell* on the Bay before transferring north, now owns *Loose Screw* (ex-*Chattanooga Chew*). He's currently the fleet leader, sailing against *Hexcel* (owner Russ Silvestri commutes up to race occasionally), *Team Seattle*, *Team Extreme* (ex-Richmond Racing), *Flyer*, *Duraflame* and *Ziti* (the latter

Block Island Race Week on *Barrister* and, most recently, the Santa Cruz-Santa Barbara Race on *Pyewacket*. His only 'disappointment' was a second overall on *Bullseye* in the Silver Eagle. "Don't jinx me by writing I'm on a roll," he says. Okay, we won't!

Yachting yen: Want to 'make' \$10,000 next summer? That's how much the organizers of the **Pan-Pacific Yacht Race**

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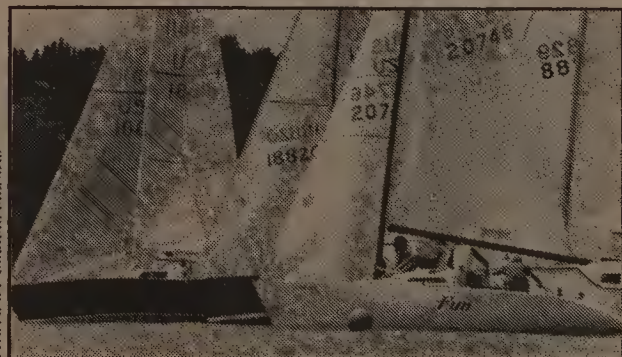


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CHANGES

With reports this month from **Bones VIII** on the Queensland Coast; **Cinnamon** on New Zealand and Fiji; **Fantasia** on singlehanding to French Polynesia and back; **Endless Weekend** on wandering in Mexico, Central America and in the Caribbean; **Dreamer** on the pleasures of New Zealand; **Rolling Stone** about fun — and engine trouble — in Alaska; **Peregrina** on cruising Indonesia; **Oui Si** on Mexico and the Caribbean; **Windfall** on Chesapeake Bay; and, **Cruise Notes**.

Bones VIII — Swan 47 Bill & Diana Chapman Darwin, Australia (Stockton)

Having been out of touch with the 'real world' for the past several months, we were brought back to reality with the arrival of two — yes, two! — issues of *Latitude* in Friday's mail. This thanks to our friend and crewmember Tom Harrington of Stockton. Having caught up with all the important Bay and world sailing news, we thought that — in addition to expressing our thanks for the continuing high-quality of your publication — we should add our observations on the *Queensland Is Not A Coast of Hidden Harbors* article which appeared in the July issue.

As background, we arrived in Bundaberg on May 1, after an uneventful 10-day passage from Bay of Islands, New Zealand. The past two-and-a-half-months have been spent cruising the Queensland coast with Darwin and the Darwin to Ambon Race as

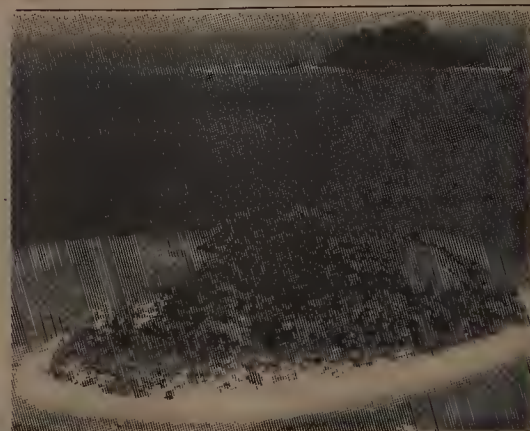
As in most other cruising areas, the Great Barrier Reef has its positive and negative sides. Unfortunately, the Aussies are great promoters and advertisers. Everything they advertise about Australia is superlatives and depicted as being the biggest, best and so forth. Unfortunately, reality falls a bit short of the hype and leaves many tourists — cruisers included — asking Peggy Lee's old musical question, "Is that all there is?"

The Queensland coast is long — about 1200 sailing miles from Bundaberg to Thursday Island — and such that night sailing is not to be encouraged. While we agree with your favorable opinions of GPS, sailing at night in coral infested waters with heavy tidal currents and 25 knots of wind is risky business. So, except for a few stretches where overnights are feasible, we found it best to day sail and anchor each night. There are plenty of good anchorages, so that wasn't a problem. But anchoring each night does tend to stretch an already long trip out, when you consider that 50 to 75 miles a day is a comfortable pace.

If you enjoy fast downwind sailing, the Queensland coast is great. The wind blows at 20 knots or more, day and night, for weeks on end. That is except when a High moves into the Great Australian Bight; the winds then increase to 25 to 35 knots for five to six days before easing back to 20 knots. It's great if you're going north, as the wind is always from the southeast. However, there's not much peace at anchor since the wind blows through most of the anchorages, setting up an annoying swell to boot.

If you enjoy fishing, the Great Barrier Reef is terrific, especially from Cairns north. You can easily live off the fish you catch by trailing a lure; we were never without fresh fish in the freezer.

Very helpful and hospitable, the Aussies themselves are great! It's easy to have repairs and services performed, and the prices are reasonable. There is a very large shrimp fleet on the coast, so mechanical, electronic and other services are readily available. In addition, there are marinas every 150 miles or so where you can fill your tanks without resorting to the jerry jug routine. That's a welcome change from the South Pacific. There's also great history; it was a wonderful



Matamanoa Island — one of many spectacular island look-alikes in Fiji.



The crew at Neiasu Marina: Tanya, Spencer, Sanjesh, Alatini and Sihing.

experience for us to follow the likes of Cook and Bligh. Although Thursday Island is basically a dump, it is the point through which all the great circumnavigators from Slocum on have passed.

On the other hand, there are some drawbacks. Day after day of 20+ knots winds, having to anchor each night, setting and striking sails each day can be wearying — especially if you had to get up six times the previous night to check your anchor.

Constant piloting gets to be a grind, and although the passage is well-marked, lighted, and supported by excellent Australian charts, you must remain alert. On arrival at Thursday Island, we got to know one of the Custom's coast watchers, whose job is to fly the coast daily to check for illegal fishing and smuggling. He informed me that an average of one yacht per month is lost on the reefs between Cairns and Thursday Island. A Swedish singlehander lost his boat in the Albany Passage just five days before we arrived, and during our transit two shrimp



AUSTRALIAN TOURISM BOARD

According to the Chapmans, the reality of Great Barrier Reef water visibility doesn't live up to the hype.

our near term goal. We are now anchored off the Darwin Sailing Club preparing for a low intensity cruiser's race to Ambon.



ALL PHOTOS COURTESY CINNAMON

'Cinnamon' on the hard at Neisau Marina. The bottom was stripped to the gelcoat before epoxy paint and anti-fouling were applied.

boats wrecked on the reefs in the same area. So, while it may not be a "horror", the Queensland coast has its hazards.

As for diving, the best water visibility we had was 20 feet. This at Lizard Island, the "Jewel of the Reef", according to Aussie hype. Friends who dove the outermost reefs reported 50-foot visibility, but they were constantly worried about their untenable anchorages in the always brisk southeast trades.

As *Latitude's* answer in the July issue pointed out, the best time to dive the Great Barrier Reef is when the trades die out. Unfortunately, that only happens during hurricane season.

As for creepy crawly biters and such, Australia has 'em in spades. I've never seen so many sharks — including a six-footer my nephew Jeff Spiller landed with his spinning rod, and an eight-footer that patrolled our

anchorage every evening at Thursday Island. And how about 'Salties', the nickname for saltwater crocodiles? We had a 10-footer cruising out at our last anchorage in Van Dimeon Gulf, so swimming isn't encouraged.

Sailing the Queensland coast isn't a horror, but it requires caution and a lot of work. We're glad we did it, however, and wouldn't hesitate to recommend it to others coming this way. After all, you've got to get off the Milk Run sooner or later.

— bill & diana 8/5/93

Cinnamon — Christina 43 Bob & Donna Desselle Lautoka, Fiji (Portland / Campbell)

After 18 great months in Mexican waters, we left Z-town in April of '91 to visit many of the tropical islands of the South Pacific. With the approach of the South Pacific hurricane season in November, we continued on to New Zealand.

Kiwi officials were the most efficient and courteous of any we've encountered, and the general population was friendly and

welcoming. What a pleasure it was to tour that country! New Zealand has the facilities and craftsmen to handle almost any boatbuilding or maintenance job — and the prices are reasonable.

Two such craftsmen we had the pleasure of dealing with in the Bay of Islands area were Allen Legge, master shipwright who does boatbuilding, repair and modifications (he also has moorings available), and Robert Aukett of Opuia Marine Painters. Both of these men are well-known and respected for their excellent work.

We were allowed to keep *Cinnamon* in New Zealand for 18 months, which was good. It was because of an illness, which of course was bad. But all's well now and we and *Cinnamon* are now in Fiji, which is also good. Three out of four ain't bad.

As we had friends flying in to join us, we cleared into Fiji at Lautoka, which is the nearest port of entry to the airport at Nadi. To our surprise — as we'd heard there were no yacht facilities here — we found Neisau Marina at Lautoka. They were equipped, operating and manned to handle everything from minor maintenance to major yacht repairs. Alatini Delailomaloma, naval architect, is the marina complex manager.

The yard has a 60-ton travel-lift for haul-outs, and you can do the work yourself in the yard or take advantage of skilled personnel who are available at reasonable prices. Berthing, with up to 240v power and water is available dockside. A nearby restaurant, featuring weekly BBQs and lovos, and a bar for those few cruisers who occasionally imbibe, add to the pleasure and relaxation of one's stay. We've had a great time and met many fine people here.

Our next planned port of call is Port Vila, Efate, Vanuatu.

— bob & donna 6/93

Bob & Donna — We were kind of surprised to see that Neisau Marine wasn't listed in Yacht Help, the cruiser's marine business guide to Fiji. But it's obviously a resource for Milk Runners to remember.

Fantasia — Scampi 30 Norman Reynolds Beyond Venice Beach (San Francisco)

October 24 of last year there was to be no more wishing or dreaming, as I took off on my cruise. With light headwinds and brewing storms, I slowly crawled and scratched my

CHANGES

way down the coast of California. The southwesterly storms which plagued the coast that fall almost broke me. By the time I got to Venice Beach, I was ready to sell the boat. But I stuck with it — and I'm glad I did!

Although the stormy weather persisted all the way to Cabo, my spirits had already recovered by San Diego. The San Diego YC and their many amenities — including hot tub, spa and pool — were great. They were also the last I was to see of such luxuries and a dock.

Turtle Bay was the first stop along the coast of Baja. Like a true singlehander, I went to town, met some locals and began to drink. By the time I found myself in the street wrestling with my new acquaintances, I knew it was time to go to either jail or a new port.

I stopped at Bahia Santa Maria, Mag Bay, and finally Cabo for some more drinks at *The One That Got Away* restaurant. While on the beach, I got some juggling lessons from Ray Jason of the San Francisco-based *Aventura*.

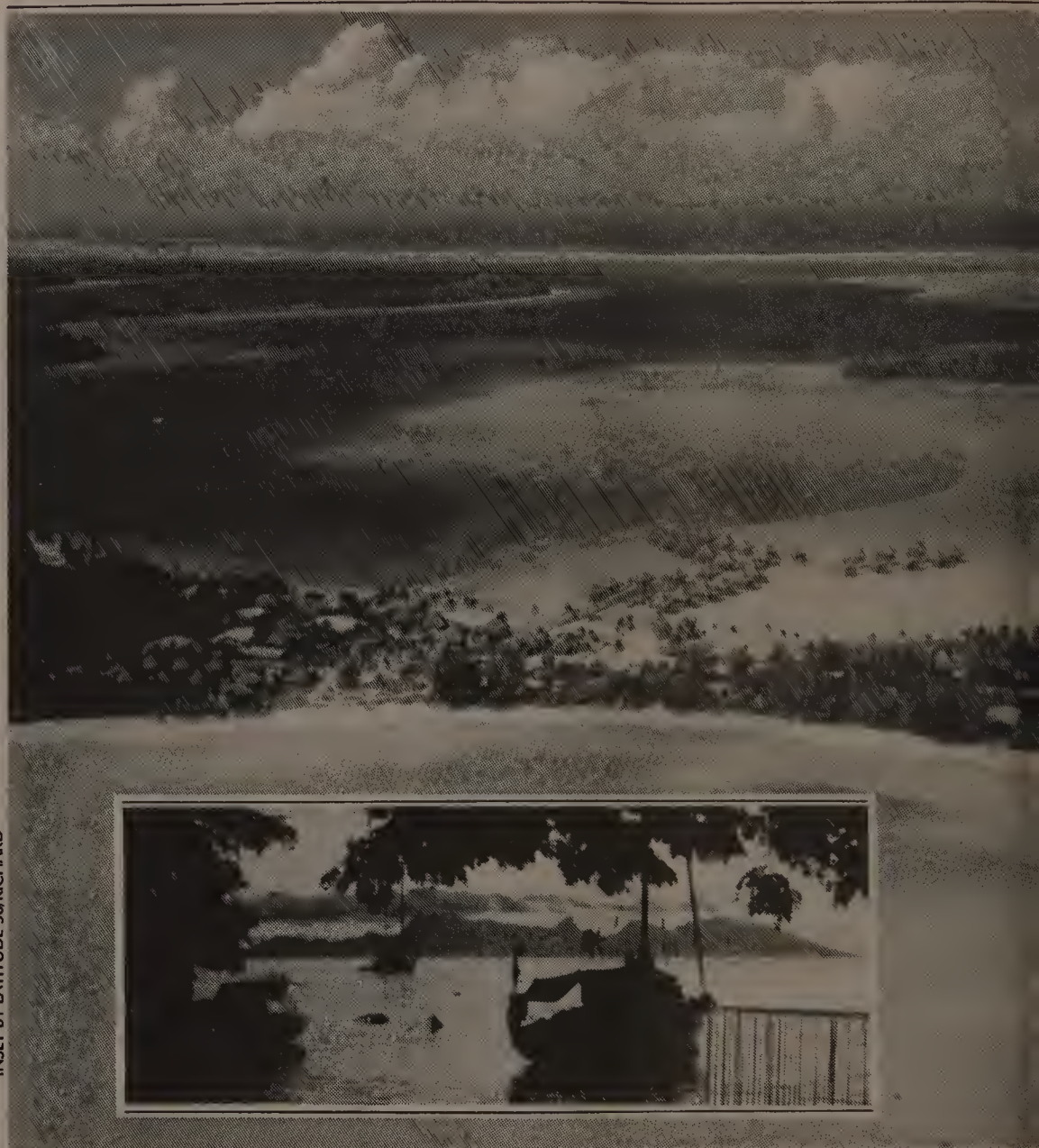
I headed up into the Sea of Cortez, where I stopped at almost every anchorage and island until I reached Bahia Agua Verde. Despite the best spearfishing of the trip to date in the Sea, it was there I decided to make the run across the Pacific to the Marquesas.

I'd never crossed an ocean before, and as a result, my stomach was so knotted that I couldn't eat for a few days. I didn't have any wind during the first six days and averaged a pitiful 20 miles a day. But when the northeast trades filled in, I had a sleigh ride to the ITCZ, where all hell broke loose! Squalls, no wind, heat, brilliant sun and a bad attitude all contributed to a dreadful experience in the 'Zone'.

Day 28, however, put me at the paradise of Atuona on the island of Hiva Oa. I spent 45 days seeing all the Marquesas and enjoying the diving, hiking, exploring, hunting, foraging and people. The anchorages were good and sailing was excellent.

In May I continued on to Ahe and Apakaki in the Tuamotus. Although the anchorages were deep, there was great diving in the atolls and it was fun exploring and meeting more wonderful people. The only drawback was the number of sharks; but they didn't seem to mind me being there.

My first stop in the Societies was Tahiti — and I wish would have skipped it. The town is fun, but you can't leave your dinghy



INSET BY LATITUDE 38/RICHARD

Unlike many cruisers, Reynolds wasn't terribly impressed with Bora Bora (spread) or Papeete (inset).

anywhere. I spent the rest of May in Huahine, which was great, and also Raiatea and Tahaa. I visited Bora Bora, but couldn't understand the attraction. Biking around the these islands was definitely the way to go.

I headed for home via Hilo, Hawaii where I spent a week at a juggling commune. It was kind of interesting, because clothing was optional. There was a beautiful black sand beach down the road where clothing wasn't required either.

On July 1, I headed into the northeast trades for the trip back to San Francisco and reality. For 21 days I had wonderful upwind sailing conditions and caught fish constantly. The High Seas weather issued a gale warning for 60 to 250 miles off San Francisco, with 30 to 40-knot winds and 20 to 25-foot seas. I started to feel sick.

I drove for 12 hours during the gale until I had to get some rest. So I triple-reefed the main and crawled along with the windvane

set for a reach on the port quarter. I thought the world was ending, that I was about to meet my maker.

At midnight the boat was knocked almost flat and there was the sound of breaking glass. Books, tapes, dishes, clothes and everything else had gone flying. Before I was able to scramble topsides, I realized I was standing in thigh-deep water! The sails were flapping madly and the gunwales were only inches above the surface. Surely this it was all over; I was doomed.

Nonetheless, I bailed for three hours with a five-gallon bucket. I finally realized the only damage was that the big plastic ports had popped inward. It took about an hour to put them back in, but when I did, the inflow of water ceased. I bailed until daylight and then resumed course for San Francisco.

I'd stuffed my flares, emergency radio beacon and some water and food into my sleeping bag and had been ready to "exit stage left". Once again I'm glad I remained steadfast and thus was able to get control of the situation.

As I write this I'm now bobbing 10 miles from the Farallones in a dense fog. I don't



SPREAD COURTESY FRENCH POLYNESIAN BOARD OF TOURISM

know which is worse, a gale or calm.

I'm ready for land, to say the least, although I know the land life doesn't begin to make you feel the way sea life does. But I feel ambitious and as though I have a new identity, which is for the better. So here I go again, back to a job and reality.

— norm 8/6/93

Endless Weekend — Passport 40 Lori & Bob Zensius A Slow Boat To . . . (Lafayette)

There are only 9,650 miles on our log since we left the Bay Area 3½ years ago. We were originally headed for the South Pacific, but ended up in Mexico for a season. It was fantastic! The more we saw, the more we liked — and it was also a good place to repair all the new equipment we had installed. The Mexican people, food and diving were all extraordinary.

After 15 months, we headed down the coast to Costa Rica. Cruisers had wonderful things to say about that country, so we were

surprised by the cloudy water, roly anchorages and lack of white sand beaches. Oh, it's beautiful inland and the people are nice, but after six months of beans and rice we were ready to move on. Costa Rica just wasn't Mexico — or even close.

We were surprised to find that just across the border in Panama are some of the finest cruising grounds on the west coast of the Americas. There are many island groups with isolated anchorages, clear water, white sand beaches, good diving and wonderful people. These islands have to be the best kept secret in the cruising community! We had heard little about this area, but picked up an excellent cruising guide at Whitey's Jungle Club in Golfito.

We stopped at nine islands and spent four months in isolated, pristine anchorages, mostly with just our San Francisco-based buddy-boat, *Grimsby*. The diving was so great that we were able to live off the sea when the freezers went dry. Most of the islands were uninhabited, but the people on the island of Bahia Honda were really special — particularly the children. We had heard that they liked to trade, so we came supplied with kids stuff.

As soon as we dropped anchor behind the village at Bahia Honda, the bay was covered with *cayucos* paddled by children. In a very organized manner, they patiently waited while we negotiated with each *cayuco* for limes, grapefruit, eggs and sea shells. We

on the island, and I'm sure that we met them all. It was a wonderful experience, and we all left smiling.

Transiting the Canal was the experience of a lifetime, as it's truly an awesome bit of engineering. But the Canal wasn't designed for yachts, so you pretty much pay your money and take your chances. We hope to get our stern pulpit repaired when we get back to the States. Hopefully, the Canal won't get any worse when the Panamanians take it over completely in a few years, but some people have their doubts.

After complaining about the lack of wind on the Pacific side for two years, we sailed from Colon into the teeth of the Caribbean trades. These wind can really blow — 20 to 25 knots is average — and you also get short, choppy seas piling up in that leeward corner of the Caribbean. Of course, we were heading right into them as we pounded our way to Portobello and the San Blas Islands.

A six-week stop in the San Blas was not long enough. There are 360 white-sand, palm-covered islands populated by the Kuna Indians. These Indians have been meeting and trading with ships since the days of Columbus, but very little has changed for them. Isolated by jungle and reefs, you can only explore this area by small boat; we felt fortunate to have the opportunity to enjoy it.

Today, Portobello is a quiet settlement. In its heyday, however, it was the transshipment center for much of the gold found in South America.

LATITUDE 38/RICHARD



literally filled our cockpit with these goodies, as it was impossible to turn any of them down. The bartering went on for hours. One item that was definitely in demand was used magazines. There are at least 100 children

The Kunas welcome cruisers and the opportunity to sell their unique handcrafted *mola* blouses. In fact, 'mola madness' struck the cruising fleet with a vengeance! We even had a potluck with a 'mola show-and-tell',

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complete with an award for the boat with the most *molasses*. *Sunrise*, another San Francisco boat, narrowly won with 35 of them!

We reluctantly left these islands, and after sailing on a single tack for 23 hours arrived at Cartagena, Colombia, at daybreak. We rested for six months in this charming historic city. Cartagena is a wonderful mixture of modern tourist city and Old Spain, and features five forts and the old Walled City.

It was here, however, that we experienced our first 'outside' problem, as our outboard was stolen. But think of it: we'd gone three years in Third World countries without a "problema" with theft or officials. And hey, the guy was caught several nights later and shot in the ass with a shotgun, so justice was swift and sweet. Of course, our outboard had already been sold and now helps somebody else catch fish. We'll return to Cartagena, however, as it's a very special place.

Having paid our dues with the windward work, we were ready to cross the Caribbean on a beam reach to the Bay Islands of Honduras. For days we reached across the

for us to do but enjoy the sail. One morning, I watched a full moon set in the west while the sun rose. The horizon was a crimson color all around, and I wondered if my shadow was on the moon.

The Bay Islands are a cruiser's paradise. There are many safe anchorages, cays to snorkel, good scuba diving on the 100-foot walls of the barrier reef, and people who all speak English. Descendants of English settlers and pirates, these island people love America and American products. They run their own ships to and from Florida to keep the stores stocked. They even had a real chandlery that was well stocked to service the large shrimper fleet based here. With shrimp at \$2/lb. and Oreo cookies available, life was pretty good. The satellite dish that enabled us to watch 49er games was like frosting on our cake! We spent three months visiting the three islands, just long enough to catch the Super Bowl.

With reluctance, we left the Bay Islands on a downwind, overnight sail to the Rio Dulce. This is the large river that flows out of Guatemala and is navigable 40 miles upriver to Lake Isabel. Crossing the bar with six feet of draft is no problem, and boats drawing up to seven feet have been helped across for a fee. Once in the river, the change in scenery was overwhelming! We anchored for three days just two miles from the ocean in a gorge of unspoiled jungle with cliffs soaring over our heads. Mayan Indians live along the shores of the Rio Dulce as they have for 500 years.

The river and two lakes have hundreds of quiet, secluded anchorages from which to enjoy jungle life. It was here that we decided that moving on to Florida this year just wouldn't give us enough time to experience sailing in a jungle. So right now we're planning on spending the rest of 1993 sailing between Belize, the Rio Dulce, and the Bay Islands of Honduras.

For us, cruising has become a 'slow boat' to new adventures. It's the freedom to live without a schedule — except what is sometimes dictated by the weather — and to explore areas until we tire, then move on to new experiences. Sailing a small boat slowly has allowed us to become a part of the foreign community and to sample diverse cultures. We're back in Roatan now, eating our Oreo cookies and life is still good.

— lori & bob 6/93

SPREAD COURTESY NEW ZEALAND TOURISM BOARD



Dreamer — Passport 40 Deb & Rog Cason New Zealand (Sausalito)

We've put 6,600 miles on *Dreamer's* log since we left San Diego on April 20, 1992, and it's been a fabulous experience so far. My only prayer is that God continues to watch over us as we continue our adventures.

To update everyone, we left beautiful French Polynesia from Bora Bora on October 15 and arrived in Tonga after an 11-day passage that included a lot of wonderful sailing. We're going to leave you in suspense about Tonga, because we'll have returned there to that fabulous sailing paradise again this year and will have much more to report.

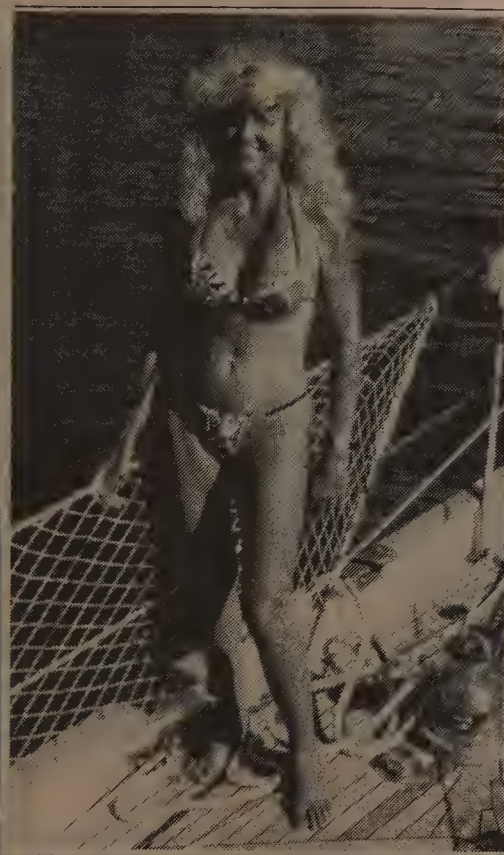
We set sail from Tonga on November 7 and arrived at Opuia, Bay of Islands, New Zealand, just 10 days later. From the moment we got to Opuia, we knew we were going to love New Zealand, for there at 2300 was the Customs man waiting in the dark at the end of the pier for us. He and our friends on *Genie* helped us to raft up. This was par for the course, as in the five months we've been here, we've only met two cranky people!

We bought a car straight away so that we could get around, and our driving on the



For the Kuna Indians, life isn't that much different from when a white guy by the name of Columbus dropped by.

sparkling Caribbean, the sky clear and large swells gently lifting our stern. Mile after mile, the 20-knot winds pushed us toward our destination. With the constant trades, GPS and the Monitor windvane, there was little



INSET BY ROG CASON

Milford Sound (spread) is one of New Zealand's prime attractions. Deb Cason (inset), looking attractive herself aboard 'Dreamer' in Raiatea.

'wrong' side of the twisty, narrow roads of northern New Zealand was really something to behold. The clutch was on the 'wrong' side of the car, too, so we repeatedly turned on the windshield wipers whenever we wanted to signal a turn! Intersections and traffic circles were a real effort in concentration, and the person in the passenger's seat was always sure he or she was going to end up in either a ditch or with the guard rail in his or her lap. One of our friends suggested that we buy two small American flags, tape them to either fender, and write "American Drivers" on the car to warn the Kiwis of impending disaster.

On Thanksgiving Day, there was a huge dinner given for us American yachties at the Opua Cruising Club. About 150 attended the potluck affair, with the turkeys being provided by the organizers. *Dreamer* and crew are part of the Class of '92 and proud of it!

A couple of days later, I passed my Advanced exam and am now an Advanced Class Amateur Radio operator. On a practical level, it simply means that I memorized a bunch of questions and answers. In any event, I now have access to quite a few additional frequencies on the

ham bands. There is one higher category, known as an Extra Class, but it requires being able to take Morse Code at 20 words a minute. I decided it's definitely not worth torturing myself to get that. Rog is undecided about whether he'll go for it.

By December 2, we were off on a quick-paced 24-day auto tour of both the North and South Islands, with an emphasis on South Island. New Zealand is absolutely gorgeous! One-third of the citizens live in the Auckland area, and we bet that 75% of the rest live in either Wellington or Christchurch. When we were on the road, we'd often be the only car for miles at a time. There were miles and miles of beautiful rolling countryside with sheep and cattle grazing. Luckily for us, the grass was bright green with the spring flowers in bloom. Higher up were mountain peaks still covered with snow — especially on South Island. It was breathtaking!

When we returned to our boat, I met an interesting woman my age named Rondi. When she was younger, she lived in Spain and travelled extensively in Europe and Indonesia. For the last 12 years, she's been cruising. She's sailed the Med, the Atlantic, Antarctica, the South Pacific, Hawaii, Alaska, the West Coast of the U.S. and back across

the South Pacific. She and her partner were about to leave aboard *Sundowner* to circumnavigate New Zealand.

In February, we sailed *Dreamer* down to Half Moon Bay, just east of Auckland, to have three major renovations done: 1) Gut and replace the refrigerator and freezer. 2) Install a 160-amp alternator and replace our refrigeration compressor with a larger one. 3) Rig an inner forestay and two running backstays so that we can carry a staysail together with our genoa in good weather and a storm jib in bad weather. We're also having the rigger add an extra track on the mast so that we can carry a storm trysail always bagged and ready to go at the base of this track.

While this has all been going on, God provided us with a lovely, furnished small home with a magnificent view for just \$60 U.S. a week! It's located about 35 minutes by car from Auckland in an area known as the East Beaches, and is surrounded by rolling countryside and lots of horses. You have to understand that living in a house with a TV, a rented VCR, a telephone and a shower is a big deal to us!

This past weekend, we drove back up to Gulf Harbour Marina for the annual yachtie's swap meet. We managed to sell our old refrigeration system and battery isolator, and bought another 30 charts, including a few of Australia, Indonesia, India, the Indian Ocean and the Mediterranean. We keep the Dream Machine alive!

But the most fun about this swap meet was all the yachties who came from near and far to participate. We saw at least two dozen new cruising friends, which was very exhilarating for us. Our friend Katharine from *Ethereal* likened all of us to the people who moved ever westward across the United States towards California in the horse & wagon days. I don't know whether I agree totally or not, but it is an interesting analogy. We certainly do a lot of networking and helping each other out.

In early May we're planning to sail back to Tonga.

— deb & rog 6/93

Rolling Stone — Burns 36
Robby & Dolores Robinson
Alaska
(Mill Valley)

We're still afloat and arrived back in Canada — Prince Rupert — yesterday after spending a 45 days in Alaska. I installed a

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forced air diesel furnace before Dolores arrived, and boy has that been great! It hasn't been really cold — I've spent a number of days in shorts and short sleeve shirts — but a shot of heat in the evening and morning has kept the boat dry and us warm. The weather has actually been great, with lots of sun and not very much rain. In fact, the lack of rain has threatened some of the salmon streams and Petersburg was on the verge of declaring water rationing. We've heard that this has been a record warm weather year for the 49th state.

We departed Juneau the end of May, and over the next five weeks circumnavigated Chichagof Island. During that time we spent two days in Elfin Cove, a really neat small settlement of 100 people and no roads, and a day in Pelican, which would remind you of a Wild West town, but with fishermen rather than cowboys. Instead of the Long Branch Saloon, they have a place called Rosies.

After leaving Pelican, we went west out to the Gulf of Alaska through Lisianski Strait. It was calm, so we went five miles out to White Sulfur Hot Springs — albeit with a chart in one hand and one eye on the radar. But what a great experience! The US Forest Service has built a wilderness cabin and bath house on the site, and we had it all to ourselves. The bathhouse looked out over a bay and further out, the Pacific. We were sitting in a pool of hot water about 10 feet by 10 feet, about five feet deep, and the water was exactly the right temperature with a slight scent of sulfur. Terrific! Incidentally, this island is only second to Admiralty Island in the number of Brown bears. But we didn't see any.

We continued along the coast both inside and outside the barrier islands. One of our more interesting stops was at an abandoned gold mine at the base of Dooth mountain. It was complete with mining machinery, mining ores, a bulldozer which looked as though it would run, and a shaft with a 'Do Not Enter' sign. We didn't. Of course Alaska is full of abandoned mines, but it was fun.

We continued on to Sitka, where we spent three days before heading back north and east through Peril Straits. Our plan was to continue south along the east coast of Baranoff Island — Sitka is on west coast of the same island — and then east of Prince of Whales Island. Unfortunately, while at a lovely place called Appleton Cove, in Peril Strait, our diesel went clunk, clunk, bang bang bang, and belched smoke.



We sailed back into Appleton, anchored, wrung our hands and debated whether we should just sail west out Chatham Strait and back to San Francisco. By the next morning — at which time the engine had stopped making noise and ran despite missing frequently and smoking — we decided to return to Juneau to see if we could get it fixed. We did manage to spend two days at Tenekee Springs, another neat stop with a hot springs, a large part of which unfortunately burned down three weeks after our visit. It took us about 5 days to get back to Juneau, and each time the engine missed a beat, our hearts missed one, too. It wasn't much fun, but we made it back to the same transient berth we had spent the winter in. It was like coming home.

I won't go into details about the engine, but it had digested some metal and we ended up spending four weeks in Juneau spending lots of hard-earned money getting a top end job completed. It turned out to be a pleasant stay, however, one both Dolores and I enjoyed. We saw great fireworks and a parade on the 4th of July, did a lot of hiking and really kept busy. Since we already knew a lot of people in Juneau, we had a car anytime we needed it and never lacked for company.

We finally got out of Juneau the end of July, and resumed our original itinerary at the top of Prince of Whales Island. We traveled down the west coast, finally departing from the southern tip across Dixon Entrance into Canada, and then on to Prince Rupert. If all goes to plan, we'll be over to the Queen Charlottes in about four days, spend a week or 10 days there, then go directly down to the west coast of Vancouver Island. We plan to depart directly from Vancouver Island to San Francisco about the 10th of September.

— robby & dolores 8/10/93

Icebergs are tricky. This one looked stable, then suddenly flipped when a boat approached. Note its size relative to the nearby fish boat.

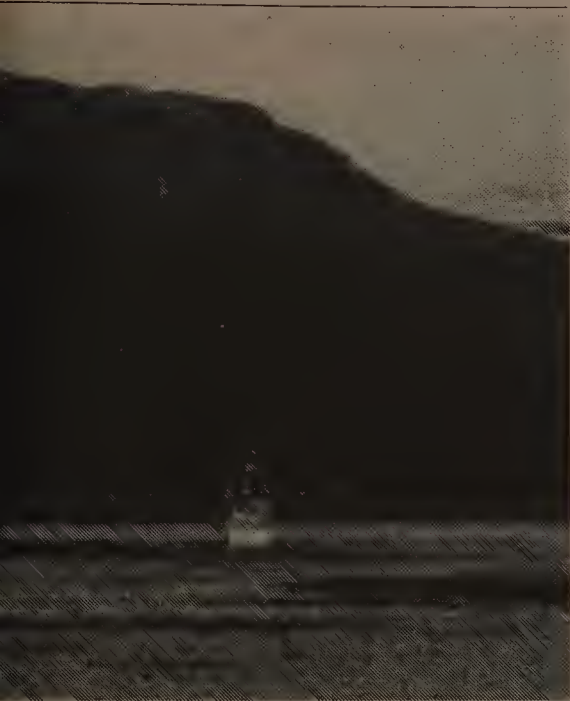
Peregrina — N/A
Ed & Sandy Martinez
Singapore
(Northern California)

Much has happened since we wrote you a year ago from Cairns, Australia. We spent the last season cruising 6,000 miles of Indonesian waters, had a great time, and are now in Phuket. We had intended to write sooner, but the cruising life makes you lazy.

We've read various opinions in *Latitude* with regard to cruising Indonesia and would like to express ours. After more than three years and 22,000 miles of cruising, we've found Indonesia to offer some of the best cruising and diving we've experienced to date. It is true, however, that you must plan your trip and only go to the places that are listed on your cruising permit. If you deviate from the listed itinerary, there can be problems and you'll perhaps have to make some payoffs.

There are two reasons we don't recommend the Darwin to Ambon Race as a way for cruisers to get from Australia to Indonesia. The first is that by sailing directly to Ambon, you miss some of the best Indonesian islands. Secondly, the competitors didn't get their cruising permits — the primary reason many of them entered the race — until several days after the finish, and they ended up paying more for theirs than we did for ours!

Nonetheless, the Darwin Sailing Club is truly a great club — they even gave us free beer vouchers and discounts on meals. We considered Darwin one of our best stops in Australia, as the people there are more open-minded and helpful than at other places. Darwin also has an Indonesian consul that will issue a three-month visa, which allows you to stop at Indonesian islands *before* you officially check in to the



JOE GUTHRIE

country.

After a two-week stay in Darwin, we departed on a 225-mile passage to Tanimbar Island, our first stop in Indonesia. It took us 36 hours of on-the-wind sailing. Check-in was easy because unlike Ambon, Tanimbar is not an official port of entry.

While there we ran into a Fanny, a Chinese girl who runs a hotel with her mother. When we asked how much lunch would be, she was vague, but suggested it wouldn't be too expensive. So we had a nice lunch of chicken, shrimp, vegetables and rice. When it came time to pay, Fanny was out. We smiled to the waiter and said "Besok", which our phrase book said translates as 'tomorrow'. The waiter smiled, so we took off to see the town. Where else could you do something like that? When we returned the next day, Fanny charged us just \$4.50. She then asked us to stay for lunch — as her guests!

Our next stop was Banda Islands, 90 miles away. We went for three days and ended up staying for more than two weeks. The Bandas are one of the best island groups we've visited. Known as the Spice Islands when the Dutch created a nutmeg monopoly there in the 16th century, they have some tourism, but not enough to disturb the beauty of the five islands that surround the large volcano.

The anchorage is between the volcano and a U-shaped island, and is truly beautiful! There are colonial homes, a restored fort and many friendly people. The diving is as good as anywhere we have been. With more than 100-foot visibility, it is thus comparable to Palau, the Solomons, Fiji or Belize. We did some wall dives and from 100 feet down you could see the surface as well as a number of fish up to 15 feet in length.

Prices at Banda are reasonable, too. We had a huge family-style dinner, for example, that was just \$3 each. This place alone would have made our trip to Indonesia worth

the cost of the cruising permit!

We finally checked into Indonesia at an island near Ambon. It took about five hours to get everything done with Immigration, the Port Captain, Agriculture, Customs and Health. Part of the delay was caused by the fact that the officials wouldn't stamp our papers until they finished their ping-pong games! Our next stop was busy Ambon, which wasn't particularly interesting.

From Ambon we sailed west to the Butung Strait on a pleasant three-day downwind sail at about four knots. We saw lots of whales and Indonesian sailboats called *prahues*. The Indonesians are great sailors and many of their boats don't have motors.

Upon our arrival at the south end of Butung, we anchored off several villages. The families would come out to gaze at the size of our mast. Sometimes they'd stay for up to two hours, but they never bothered us.

Near the bottom of Butung is a city of 10,000 called Baubau. While ashore, we met a local English teacher who had been looking for us! Another cruiser had told him we were coming. Baubau turned out to be very special for us, as the teacher took us to the 14th century fortress where we met the Sultan of Baubau. The Sultan had come to the fortress following services at the mosque. He invited us for tea and showed us an 800-year Chinese bronze cannon. Ironically, I'd just finished a book called *The Ring Of Fire*, which had photos of the Sultan from back in the '70s! We had a terrific time.

After a few more days, we sailed 200 miles south toward Flores Island, stopping at a small island called Pulau Besar. While there, we met *Intermission* and *Azura*, two San Francisco boats we'd known from the Indonesian Net. We did a lot of diving together, drifting through passes and among the beautiful reefs. Then we got involved with a misadventure.

We took Jeff and Lisa Wallace, the crew of *Intermission*, 15 miles on our boat to the

Gandolf had left our previous anchorage a little while after we did. The wife and daughter had been below while the father raised sail with the autopilot on — while passing through the narrow straight between Flores and Pulau Besar! It was a mistake, as the current forced the boat high up on the reef. Despite the best efforts of four San Francisco-based boats and a vessel sent by a nearby harbormaster, we couldn't get the Aussie boat off the reef. We eventually did a bunch of dives to remove all the valuables for the owner.

Dave Gardner of *Paragon* finally took the family and gear to the city of Maumere, about 20 miles away. It was a very sad experience and reminded us all that you can never be too careful. It was also odd to have had four San Francisco boats, many thousands of miles from home, be the only cruising yachts on the scene to help attempt a rescue. And none of us had been cruising together.

Following the incident, we left to see the Komodo Dragons on Komodo Island. These largest of all lizards grow to 10 feet and weigh up to 300 pounds. The large ones are found only on Komodo Island.

Anchoring 20 miles away at Lubuan Bajo, we and the crew of an Aussie boat rented a launch for the trip to the island. After a 30-minute hike, we came to a dry river bed with about 15 dragons below. The guide tossed a small goat down to them; in 15 minutes it had been consumed, hooves and all. No doubt about it, Komodo Dragons are carnivores. It was not a particularly enjoyable experience for us or the other observers.

We then travelled across the top of Sunbawa and Lombok, making a few stops along the way. There was very little wind in this area except for 35 knots in the strait between the islands. We enjoyed the northeast corner of Bali because there are no tourists on that part of the island. The people in the villages were quite friendly and loved

little island of Pomana. We had a terrific dive there, seeing reef sharks, rays, beautiful coral and other fascinating things. Then we got a call on Channel 16 from *Paragon*, yet another San Francisco-based boat. They were trying to help an Aussie concrete cruising boat named *Gandolf* get off a reef.

to look at our dinghy. We spent four days there before continuing on to Benoa Harbor, Phuket, where there were about 40 cruising boats.

Bali Yacht Services came out and showed us where to anchor at Benoa. These guys provide valuable services for cruisers, as they

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can do some repairs, laundry and watch your boat when you want to leave for a few days. This allowed us to take a trip to Java, where we saw many cultural events and dances. We also visited a kris factory, which is where they make the short swords used for stabbing. It was a good trip.

After Bali, we sailed to Singapore by way of Bawean, Kariman Jawa and the Banka Strait. Both Bawean and Kariman Jawa were ideal spots, as there were no tourists and many friendly people. We were invited to the circumcision celebration of an eight-year-old boy on Kariman Jawa. They had a parade around the village with the boy and two brothers riding on a float made from a wheelbarrow. There was music and everyone was laughing. That evening the priest did the circumcision, after which there was a big party with sweets and tea. It was a big event and everybody had a great time — except for the boy. We were the guests of honor for the ceremony, which was kind of strange.

It was a long, hot and boring trip from Bali to Singapore, as we had to motor all but 100 miles. We were glad to get there, even if it meant having to cross very busy shipping lanes. It was like running across Highway 101 but with chop. We made it, even though the ships wouldn't change course even five degrees.

Singapore is a place to buy stuff and get

and was a big waste of time. The best thing about Singapore is the food, as you can find Chinese, Malay and even Western cuisine. Our two weeks in Singapore were hectic, but we enjoyed it, seeing the bird park, zoo and visiting with friends I used to work with at Hewlett-Packard.

We then quickly moved up the coast for the Raja Muda Cup at Port Klang, Malaysia, and later the King's Cup in Thailand. There were approximately 60 boats for the Raja Muda, with classes for racing, cruising, classics and multihulls. The \$200 entry fee bought us six huge buffet dinners and lots of drinks. There was an additional charge of \$25 per crewmember. It was lots of fun even though the sailing wasn't so hot. Two of the three overnight races had little or no wind and most cruisers retired. The last race, from Penang to Lankawi, had a 35-knot squall, so most boats finished even though it wasn't such pleasant sailing. All in all it was a good time, even though the \$200 entry fee, doubled from the previous year, seemed a bit high. For those who might be in the area, the 1993 Raja Muda starts November 20, a little later than normal.

We then continued directly to Phi Phi, near Phuket, Thailand, for the King's Cup. This is a series of five day races where the islands are used for marks and the sailing conditions are much more pleasant. It's quite beautiful there and the nightly buffets were even more grand than at the Raja Muda. The cost was the same, \$200 per boat and \$25 per crew. We sailed this series as crew on a friend's boat. The two weeks of racing and partying was so rough that we needed a week to recover.

Unfortunately, there had been several 't-bones' in the cruising division at the King's Cup. A lot of these folks don't know the racing rules and aren't good at close quarter maneuvering, so we and a lot of others think it's best to crew on other peoples' boats. After all, if your 'home' gets damaged, it's a long process to get it repaired in Thailand. One friend took 2.5 months to get his boat fixed, partly because the rigging and other parts had to be flown in. So this year we'll crew on a race boat and enjoy the parties — and we'll only have to pay the \$25 per person crew fee.

We cruised Thailand and then came down the Malay coast. We enjoyed Phuket, but unlike most of Indonesia, it's very touristy. We then headed up the east coast of Malaysia for two months. We'll soon head to



the Andaman Islands, where the water is supposed to be very clear and there isn't any tourism.

Come September, we'll head back to Singapore, where we'll provision for the Red Sea. We'll head up the coast of Malaysia in October, do an inland trip in Thailand in November, the King's Cup in second week of December and then head off for Europe via the Adaman Islands, Sri Lanka, India, Oman, Aden and the Red Sea.

— ed & sandy 8/93

Oui Si — Yorktown 33 Randy & Louise Harman Mexico And The Caribbean (San Clemente)

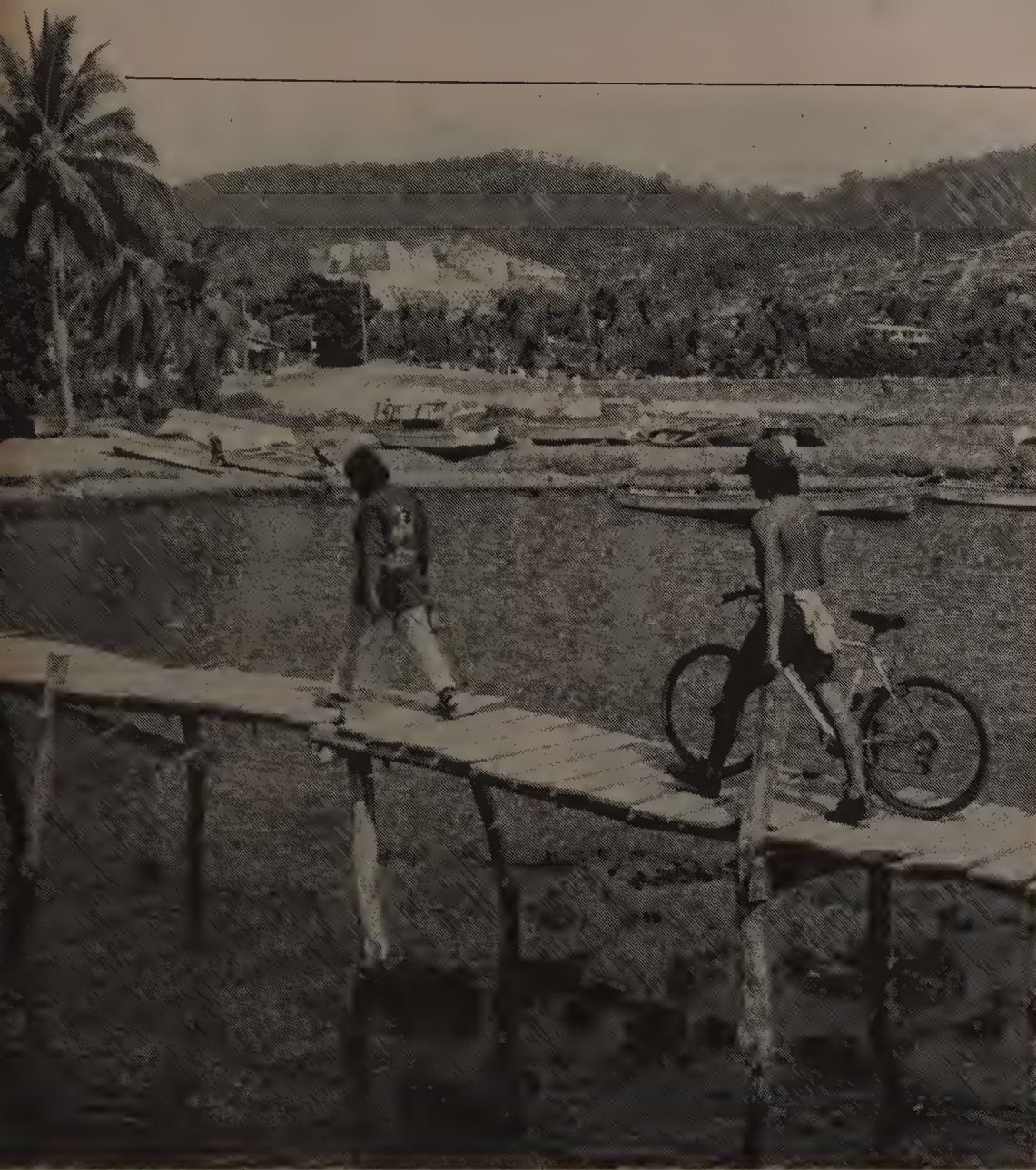
A lot of water has passed under the keel since our summer of '88 letter about the July 4th party at Puntarenas, Costa Rica. We have now visited a major portion of those countries which rim the Caribbean Sea. We'd be hard pressed to pick a single 'most favorite' place, as nearly all have special unique features. Suffice it to say we haven't yet decided whether to head back to: 1) Puerto Rico and the Lesser Antilles to



DAVE SODERLUND

Phi Phi, Thailand, home base of the King's Cup. Racing conditions were better here than at the Raja Muda Cup.

things fixed — even though the repairs can be imperfect. We and a number of boats had some poor work done that required redoing



LATITUDE 38/RICHARD

Don't laugh, it's paid for! The Golden Gate Bridge District needs to import some board members from Z-town.

Trinidad; 2) The Rio Dulce in Guatemala, or 3) Do both by going clockwise all the way around the Caribbean.

We fully agree with the comments and conclusions of the *Mexico or Caribbean?* article by *Latitude* in the August issue. Each is a delight in its own way. Were we to do it over again, however, we'd spend much more time on the Pacific side before transiting the Panama Canal. But come to think of it, we should have spent more time *everywhere* we've been! If it had to come down to one, however, it would be Mexico.

Regarding John Kelly's August letter about various types of navigation, little is said anymore about the use of Loran offshore. We often forget that prudent navigators use all the aids available to them. With no GPS aboard and intermittent SatNav positions, we've used a lot of different aids.

In the western Caribbean, Loran position errors were two miles or less, and were typically less than half a mile, prior to

correction, when north of 15°N. In the Lesser Antilles, the errors went from three miles in Puerto Rico and the Virgins, to nine miles in Trinidad and Venezuela.

As others have said, a GPS won't keep you from grounding if the chart is wrong! On my U.S. Defense chart of the Western Caribbean, it is noted that the Southwest Cay on the Serrana Bank — northwest of Isla Providencia — is reported to be one mile east of its charted position. My SatNav and Loran data showed a position one mile south and three miles east of how it was charted, with an estimated uncertainty of .3 miles from south and west compass bearings. Because of a similar error in the Bahamas Better Boating Association Chart Kit, at least one cruiser a year comes to grief at the west entrance to Elizabeth Harbor near Georgetown, Great Exuma.

Oui Si is presently on the hard at Glades Boat Storage Yard off the Okeechobee Waterway, about 40 miles east of Ft. Meyers. An excellent yard well run by ex-pat Canadians who are also former cruisers, our boat also sat out the '92 hurricane season there. It was while at Port La Belle — a super nice, funky little marina 10 miles west of Glades — that we caught up on *Latitude*

news from '91 and '92.

Louise and I are house-sitting in Southern California now for friends Jack and Barb Goffman while they cruise the Pacific Northwest on their *Sceptre 41*, *Royal Scepter*. *Oui Si* will 'splash' again this fall. In closing we'd like to say 'hi' to Tony and Cara of the Vallejo-based *Captain Musick*, and all other Class of '88 cruisers still leaving wakes out there!

Note our 'south 40' in the accompanying photograph. It's green with hyacinths like the Delta photo that appeared in the August *Latitude*. Between resident gators, manatees and a fantastic collection of birds, Port La Belle is better than Disneyland!

— randy & louise 8/1/93

Windfall — Jeanneau 34 Marge and Neil Smith Chesapeake Bay (Houston)

Summer on the Chesapeake is proving to be delightful! After two weeks on the hard at Zanhiser's, we departed with a new bottom, propeller shaft, knotmeter and depthsounder in place — and a considerably lighter bankroll. Since then, we've been sailing in the upper part of the bay.

St. Michael's, Cambridge, Oxford, Annapolis, Chestertown, Fredericktown and Georgetown are some of the places we've been. The most delightful thing about the Chesapeake is the vast number of rivers, coves and creeks to anchor in and explore.

COURTESY WINDFALL



'Windfall', with a Westsail 32, snugly anchored at Port La Belle, Florida.

Right now we are anchored in the Wye River, and while the shore immediately to the west of us has no houses, the western

CHANGES

bank from Bennett Point up has been a succession of beautiful homes. However, we prefer the more remote, natural settings. Our favorites thus far have been La Trappe Creek off the Choptank River and the Corsica River off the Chester River. Of course, there are still many to explore.

We started our crabbing at Zanhiser's. The crabs were mating, so we walked the piers and, with our net, scooped 'doubblers' off the pilings. We got about 20 on each of two occasions we tried. At anchor, we simply tie a chicken part on the end of a line and throw it overboard. Typically we have five or six such lines hanging down. Once a crab grabs the chicken, we carefully pull the line up until we can net the crab. We also have a small 'star' trap; the four sides of which fold up to form a pyramid when the attached line is jerked tight. We've caught crabs in it, but the 'chicken on a line' is the simplest.

Commercial crab pots abound on the western shore and around Tangier Island. On the eastern shore 'trot' lines seem more in vogue. The trot line is laid between two buoys about a quarter of a mile apart, with the bait fastened to short lines at 15-foot intervals. The crabber passes the trot line over a PVC pipe sticking out the side of the boat, and powers along the line. As the line comes up, the crabber stands ready with a long-handled wire net and scoops up the crabs hanging on the bait.

I wish that I could report success fishing, but so far we've had none. To date I have used only artificial lures; one of these days I may get serious and buy some peeler crab or bloodworms for some bottom fishing. My understanding is that bloodworms are shipped down from Maine — which is why, I suppose, they cost \$4 a dozen! After the expense of the boatyard, Marge has us on a tight budget for a while, so I'll stick with the pleasure of dinking around with my rod and reel, enjoying the surroundings and not really worrying whether or not I catch fish.

Unfortunately, the jellyfish have shown up during the past week, so there goes the swimming.

A cruising tip: We tend to get a brown stain on our hull from the water. At Zanhiser's they quickly scrubbed it clean with toilet bowl cleaner, which was very effective. Of the active ingredients, 25% was hydrochloric acid, so one needs to use it carefully. Keep the bottom paint wet or the cleaner will wreck it.

P.S. We, too, are at latitude 38°, but the

days are generally sunny, the breezes 10-15 and there has been practically no rain this summer.

— marge & neil 8/5/93

Cruise Notes:

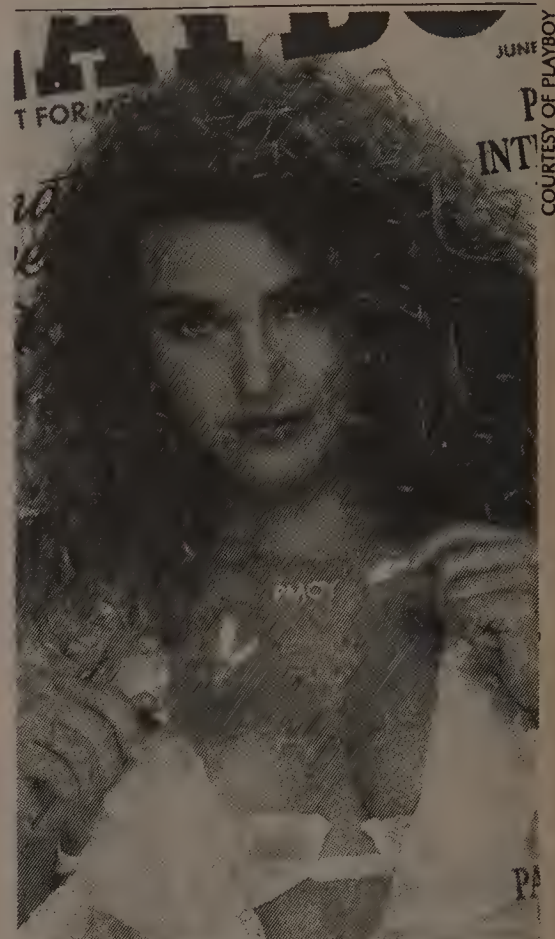
Good news! Marshall and Dee Saunders of Redding, whose Tayana 52 **Clambake** was run down and sunk by a 700-foot freighter earlier this year while on the way from Puerto Vallarta to the Marquesas, are out sailing again. According to Redding friends Joe and Peggy Ballard, the Saunders now own **White Eagle**, "a gorgeous Tatoosh 51" that they are currently cruising in their old Pacific Northwest haunts. We're glad to hear the Saunders are 'back in the saddle'.

A casino in Cabo? It could be. They already have off-track betting and insiders are speculating that "the great big building going up that looks like a warehouse" a kilometer outside of town will become the casino. Why a casino in Cabo? Outgoing presidents of Mexico have a long tradition of setting themselves up for life — it's called a *hidalgo*. And when President Salinas' single six-year term expires before the end of this year, both he and his sister will move to Cabo San Lucas. Some see a connection between a casino in Cabo and the soon-to-be ex-President setting himself up for life.

"It's been beautiful, but hotter than sin down here in Cabo," reports Pam of *The One That Got Away* restaurant. "With 105° temperatures and 95% humidity, cows have been dying in the hills." Cabo finally got a good drenching on August 17, and even more a week later.

When you talk about **active weather days**, August 15 will have certainly have to be mentioned. Civil Defense sirens on the island of Hawaii sounded to indicating a Hurricane Alert for **Fernanda**, which was howling at up to 125 knots just 280 miles eastnortheast of the Big Island. Much to the relief of islanders — who remember last season's *Iniki* with horror — *Fernanda* passed too far from all the islands to cause widespread damage. The surf, however, was said to be as high as 25 feet on east and north shore beaches.

That same evening **Keoni**, a second Central Pacific hurricane less than 1,000 miles away, came within 150 miles of Johnston Atoll. More than 900 military and



One man thinks this woman could save his life if his boat sinks and he has to take to his liferaft. Details before the end of 'Cruise Notes'.

civilian personnel had been evacuated to Hawaii, leaving 133 "essential personnel" to watch over the U.S. Army's \$500 million chemical weapons storage and incinerator facility. The government says the deadly chemicals are stored in a hurricane-proof manner, but then they and truth mix about as well as oil and water. We're just glad the hurricane missed.

At the very same time, hurricane **Greg** was passing several hundred miles to the southsouthwest of Cabo San Lucas. Like most Eastern Pacific hurricanes, it headed northwest toward the open Pacific. It was followed a few days later, however, by hurricane **Hillary**, which as we go to press is working her way up the Baja coast with 60 knot winds.

Meanwhile over in the Caribbean on August 15, Tropical Storm **Cindy** caused two deaths on Martinique and lots of destruction in the Lesser Antilles as she headed west toward the Dominican Republic. Although her peak winds of 45 knots were relatively impotent, her torrential rains flooded rivers and creeks with destructive results.

It's the mudslides, not the winds, that usually kill in the case of tropical storms. Earlier in August Tropical Storm **Brett**, again with relatively mild 45 knot winds, swept south between Tobago and Trinidad — far below the normal hurricane path — to hit the north coast of South America.

Nobody paid much attention to the warnings because the winds were so mild, but what they should have been concerned about was the associated rain. More than 200 were killed — many children — when mudslides flowed down the poorer sections of the capital of Caracas, Venezuela, which is located on a mountainside a few miles inland from the sea.

"Who" Jeff and Lisa Wallace of **Inter-Mission** want to know, "could ask for more? We returned from an island expedition to find our 18-month-old inflatable had been punctured by hundreds of sea urchin spines after the tide went out. When we arrived in Suva, Fiji, we showed our 'pincushion' to the Avon agent. He suggested we contact the factory in England to see if the warranty would cover repairs. Avon didn't authorize repairs, however. No, they just express-shipped a new dinghy to us in Fiji at no charge."

While the Wallaces have continued on around the world to their present location in the Red Sea, they remain impressed with Avon's attitude toward their products. Very impressed.

About to take off cruising again are Van and Bernadine with **Western Sea**, their Cross 42 trimaran. "We're long time avid readers," they write, "who have found your *Classy Classifieds* to be very useful. In 1982 we found our CT-41 **Different Drummer** in the *Classys*, then in 1988 we also used the *Classys* to find **Western Sea**. When we needed crew to help bring the boat back from La Paz in 1992, we ran an ad for 'crew needed'. We got so many calls from qualified sailors that it was hard to chose just two." No wonder they're 'Classy' as opposed to ordinary classifieds.

Van and Bernadine — we believe they're from Oakland — want all their many cruising friends to know they'll be sailing under the Gate and turning left on October 16, and on November 1 will be heading south from San Diego. Some of the *Latitude* staff will be leaving the same places on the same dates aboard **Big O**, so we'll be keeping an eye out for you, Van and Bernadine.

"Our favorites were Maine, Costa Rica and New Orleans", reports Brian Burke. Originally from Sacramento, he, wife Susan, son Timmy, 10, and daughter Deborah, 8, started cruising in late 1990 aboard **Abishag**, a Lord Nelson 35. They sailed down through the Canal and all the way up to Maine before working their way back



One of the main pleasures of cruising Maine is that you frequently get to see grand schooners sail by.

down to Houston where Burke is currently selling boats. "I've sold eight boats in six weeks," he claims, "including everything from an Islander 29 to a Gulfstar 47." The Burkes are looking for a larger boat themselves.

"There's nothing like Maine," contends Burke. "We got as far north as Bar Harbor and just loved it. There was always a three or four-masted schooner going by, and even though there was fog, it was warm enough fog for a T-shirt." During the trip, they had just two really bad bouts of weather. One was in Gulf of Mexico just 36 hours from the United States, when Brian was alone with the two kids. "You never saw such big waves!" he says. The last was this spring's 'Storm of the Century'. Fortunately, the Burkes were at a \$10 night slip in Lake Ponchartrain near New Orleans when the freezing rain blew in on 60-knot winds.

Taro trouble in Tonga. Leaf blight has struck taro — a major part of the Samoan diet — and there are fears that the entire crop will be wiped out. Tater Tots just don't cut it as a substitute.

"After great sailing Down Island from Antigua to Grenada, we entered Venezuelan waters to visit Los Testigos, Isla Margarita and Cumana," write Bob and Ginnie Towle of the Cape North 43 **Aztec**. "We're now here in Centro Marina Oriente for a month to do some badly needed maintenance and refitting. At \$15/night, this marina is more

expensive than most, but it has a coin-operated laundry 100 feet from our berth and other amenities which make it worthwhile for us — such as dockboys who will watch Lord Byron, our cat, while we go inland. While here, we're having two new sails and a dodger made, having the anchor and chain galvanized, plus the usual clean-up, painting and varnishing."

We hope the Towles will give us a review of their experience at CMO, a yard which has fallen out of favor with many cruisers in recent years.

The Towles further report that Tricia McNulty and Tim Sevison of the Sausalito-based **Segue** were kind enough to pass along a copy of the *June Latitude*.

Many Caribbean charter boats and cruisers head south to Trinidad or Venezuela for the summer and fall to avoid hurricanes. Ken Fairchild, who owns the charter/cruising 64-ft **Dynamique Orient Express**, opted to hole up at Antigua in the heart of the Caribbean. "The guys at Jolly Harbor used a backhoe to dig a ditch for our boat's keel so we could have her real low to the ground," explains the Los Altos resident, "and they're only charging \$260 a month to dry store the 64-footer." That's a bargain price. Ken and his wife Madeleine plan to charter again this winter before heading off to the Pacific next summer.

Adios for six months! That's the plan of Don Perry, 48, and Denise Morrison, 37, with **Tern**, a Rustler 32 they acquired a year ago in Alameda. Currently living in Sparks, Nevada, the couple plan to sail to Mexico and Hawaii to "get away from it all". The couple wrote in asking if the **Some Like It Hot** California to Mexico Cruiser's Rally is free. Of course it's free. See details in this month's *Mexico Preview*.

Seventy-year-old Gino Susini spent 22 months sailing a 41-foot ketch he built in Florence, Italy, to visit his son in Wagga Wagga, Australia. Unfortunately, he never made it. Sometime after leaving Tahiti on June 4, his boat apparently sank, for his body was found in the boat's liferaft some 230 miles from Australia. He died of exhaustion and dehydration three days before his raft was found. May he rest in peace.

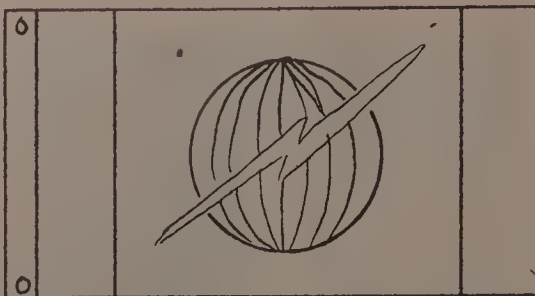
Ironically, we received that news right after we finished reading a copy of Steve Callahan's 1986 book, *Adrift*. It's the story of his drifting across the Atlantic for 76-days in a liferaft subsequent to his tiny **Napoleon**

CHANGES

Solo sinking as a result of what probably was being struck by a whale. If you're looking for both an inspiring and introspective book, *Adrift* fits the bill. The strangest thing of all was the fact that the same group of dorado followed him all the way across the Atlantic, relentlessly bumping his body through the bottom of the liferaft. It's an excellent story, full of tips and the spirit of survival.

Karen and Charlie Petersen, who have cruised from San Francisco to the Pacific Northwest for the fifth summer aboard **Anna Maru**, report they are seeing another unfamiliar burgee besides the usual yacht club burgees, one that indicates a ham is aboard. "Designed by a B.C. ham who is active on local boater net, the ham flags are being made and sold by the Flag Lady, Ruth Dunn, 19-848 Hockley Place, Victoria BC V9B 2V6. They are well made and sell for \$16. If you want to order one, Ruth will need to know your call sign."

"The flags have a white background with a bright blue strip at either end and a blue globe in the center. There is a bright yellow lightning strike through the globe and into the white background." To get a good idea of



Blue, yellow and white crayons are all you need to accurately fill-in the 'Ham' burgee.

what looks like, get out crayon and fill in the accompanying illustration.

The Petersens report they'll be headed to Mexico this winter.

Also headed to Mexico this winter are Geoff and Dawn Stone of the Sausalito-based Camper-Nicholson 40 **Dawn**. Only recently they enjoyed cruising Hawaii and French Polynesia. We're working on Geoff to enter *Dawn* in the Long Beach YC's two-stop **Cruiser's Race** from Long Beach to Cabo that starts on October 31 — see *Mexico Preview* for details — but haven't had much luck. Yet.

Chuck Woods of San Francisco reports that he and crewmates Skip Peter, Jim Lamb and Dave Leary had a good trip from the Pacific Northwest to San Francisco July 9 thru July 16 aboard his new-to-him Freya 39

Oriana. "The best was 50 miles off the coast of Oregon when we were in shorts and BBQ-ing off the back. We had 30 knots of wind off Point Arena, but there were also times when we had to motor."

Woods hopes to turn left outside the Gate in a few years, but for the time being hull #4 of the Freya 39s will be berthed in Alameda.

"In the July issue there is a picture of a former ski buddy from summer racing at Mt. Hood," writes Alan Ross. "It's Maureen Miller, an awesome skier who is cruising aboard the Tayana 55 **Long Tall Sally** with Steve Weick. Four years ago I moved from Truckee to the Bay Area and have lost contact with Maureen. Would you please tell her she can reach me at Box 964, Livermore, 94550?" Consider it done.

In closing this month, we'll ask you to decide if a certain act, reported by Tom Scott, was **sexist or merely ingenious**. "A yachtie recently had his liferaft repacked," writes Scott. "As they were ready to seal the raft, he shouted 'Wait!' and rushed out of the building. He returned short time later with a copy of *Playboy*, which he tossed into the raft. 'It might boost my will to live,' he explained."



Raiatea Carenage with Bora Bora in background - Henry Valin/Manager



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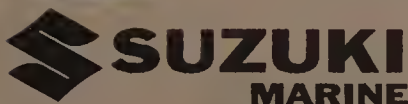
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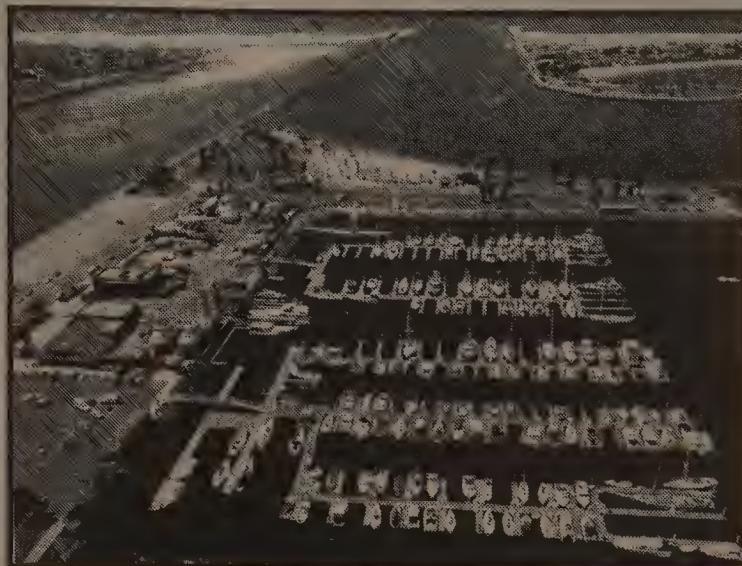


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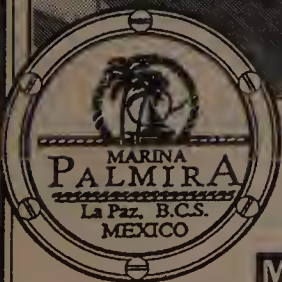


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J/24, 1978, 93-100 & 150, 91-main & spin., Fared rudder & bottom, 87 spars, set-up SF Bay deck and mast, Tandem trailer, VHF, 7.5 hp Johnson, see Santa Cruz dry storage #100, lower harbor or dry storage avail. Will finance partnership with no \$ down, with security. Please no flakes. U-tow away \$9,500. Dry storage & in the water, price negotiable. (408) 459-8189, (800) 300-3307.

22-FT FALMOUTH CUTTER. Efficient spacious interior of mahogany and oak with 6' headroom. A beautiful high quality, sturdy & fast legendary pocket cruiser in xlt. cond. Near new 8 hp Nissan. \$25,000. (310) 301-9499.

1976, 24-FT BUCCANEER by Bayliner, has 6'1" headroom and is a great liveaboard or bay cruiser, sleeps five and has the following: recent bottom job, stove, refrigerator, VHF, depthfinder, dual batteries, 7.5 o/b, compass, canvas. \$4,900. (415) 285-9831.

CAL 20. Hull, sails, spars and hardware all in good condition. Needs some minor work and TLC. First, \$1,000 takes it. Anthony or Rick (510) 843-4200.

MOORE 24, Sparrowhawk. Ready for OD, MORA, Coastal racing. New Kevlar main, 4 racing spins, 5 racing head sails. 4 hp o/b, VHF. Loran, DS, KM, MOB equip, SOLAS flare kit, anchor, trailer. Asking \$10,000. For details, Roger, (415) 681-8150.

J/24, How Rude, "81" trailer, new topsides, fully optimized. Keel, hull, rig. New o/b, "90" North sails & cruising sails, consistent winner. \$11,000 obo. (408) 454-0868, dys or (408) 688-6352, eves.

19-FT CAPE DORY TYPHOON, 1977. 3 sails, 4 hps Yanmar o/b, new halyards, deck and skid paint, compass, anchor. Located Monterey. \$4,000. (408) 624-6606.

18'6" CAPE DORY TYPHOON, 1974. Sails, anchor, dble axle trailer. \$4,500. (707) 462-9121.

SAN JUAN 21, great condition. Nice, fast sailer with large cockpit, sleeps 4. Easy to rig and launch from trailer. 6 hp Sea King o/b, runs great. \$2,500. (916) 872-7627 wkdy, eves or lv msg.

J/24, 1981. Always dry-sailed, great sail inventory, new style hatch, current class certificate, 4.5 hp o/b, Caulkins double axle trailer, tuned and ready for SF Bay racing. \$13,500. (415) 435-4899, lv msg.

23-FT CAPE DORY, 1985. Ideal starter boat for the Bay. Full keel, overbuilt, VHF, comp, DS, Honda 5 hp o/b. New epoxy bottom with guarantee. \$11,000 obo. (707) 765-1340.

CATALINA 22, 1988. Model, excellent condition. Trailer, 8 hr. o/b, wing keel, VHF radio, stove, Signa Smart-Pak, North sail genoa 150%, jib, main sail, swim ladder, life lines from bow to stern, pop-top, porta-potti. \$9,750. (510) 625-1602.

THISTLE, 17-FT DAYSAILER w/trailer, wood spars, 2 sets of sails plus spinnaker, very good condition. \$1,250. (916) 392-9411.

SANTANA 20 w/trailer, like new, in storage for 11 years, extra sails. Fast and fun. \$3,900. Ask for Dale. (510) 638-3200 or (707) 447-5250.

CATALINA CAPRI 22-FT, 1989 model, excellent condition. Includes Suzuki o/b, jib, 150 genoa, main, and complete spinnaker gear that has never been used. 4 berths with porta-potti, EZ singlehanded sailer. Jack London Sq. Marina. \$6,500 obo. (510) 253-0938.

ISLANDER BAHAMA 24, Tough Bay boat, clean, 9.9 Johnson o/b, cockpit controls, 2 jibs, one self-tending. All lines to cockpit, Saturn compass, DS, KM, new VHF, new Sony stereo, new varnish. RC Sailing Center berth. Must see. \$3,200. Call (415) 593-7276.

CATALINA 22. Immaculate 1980. Swing keel, gold gel coated bottom (no paint). White top with pop-top standard sails. Interior like new with slide out galley & porta-potti. 7.5 hp o/b (little use). Lake use only. Trailer (extended tongue). \$6,000 obo. (408) 423-4253.

24-FT COLUMBIA CHALLENGER, 1964. Full keel, 6 hp Evinrude, main, jib, storm jib, genoa, and spinnaker. \$2,500, firm. Fred, (707) 553-9164.

24-FT WYLIE WABBIT, hull #50. New bulkheads per O.D. rules. 12 sails. New nonskid, shrouds, deck hardware. Competitive P.H.R.F., one-design racer. Many spars, trailer included. \$4,500 obo. I must sell this boat. (619) 285-1159, lv msg.

CAL 20, #1376 (1968). Completely redone in 1988 by Steve Seal. New winches and standing rigging. All lines led to cockpit. Pineapple main, jib, and spinnaker. Electrical system. 6 hp Evinrude. Hardly used since re-do. A bargain at \$2,900 obo. (510) 521-7730.

O'DAY 240, 1991. Mint. Fast, fun, friendly. East Coast built, first wet 5/92. Wingkeel, roller, Honda 9.9 hp (elec. start/charger). Marine head, gel batt. "DHL" trailer, dinghy with o/b. Great maxi-trailer boat. Berthed at Hidden Harbor. Asking \$27,500. (916) 482-4458.

PELICAN, 12-FT w/bow spit, like new, LP hull, new bottom paint, flotation, wood hull & spars, gaff main, jib, reaching pole, centerboard, Seagull o/b, cover, mast & boom fit inside cockpit, very seaworthy, "Race the Bay" in class. \$1,200 obo. Located in MDR. (310) 822-2480.

SANTANA 22, #311. Price reduced. Very good overall condition and appearance. Epoxy barrier, new racing bottom, faired keel. Includes: class main and jib in good shape, whiskerpole, spinnaker. 4 hp Suzuki o/b. \$2,900 obo. (510) 596-3414, dys or (510) 536-1443, eves.

GLADIATOR 24, 1965 Run Free. Lapworth designed "plastic classic" winner. Custom inboard Yanmar dsl, Harken furling jib, 2 mainsails, spinnaker. One owner 28 yrs. Recently hauled, no blisters. Custom spade rudder. Offered at \$4,200. Call Peter (415) 495-4911(w) or (415) 469-9150(h).

HUNTER 23, 1985. Trailer o/b. Inventory. \$6,500. (408) 248-8587.

23-FT BEAR CLASS sailboat. Dubhe #38. Successfully raced, well maintained and much loved. Classic beauty - a joy to sail. Active class. Upwind Berkeley berth, full cover, spinnaker, new paint/varnish. Ready to sail the Bay. Price reduced. \$4,500 obo. (510) 237-9882, h.

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LAPWORTH 24, 6 hp o/b. Well built, equipped and maintained. Sails like a dream. \$7,000 value for \$4,300 cash. Coyote Point berth. Call (408) 269-7533.

CATALINA 22, 1979, fixed keel, pop-top, 6 sails, 6.5 Johnson, galley, porta-potti. VHF, depth, all lines led aft. \$2,500. (510) 625-9121.

FREEDOM 21, 1983. Performance design by Hoyt & Pearson-Tillotson for single-handling. Cat-rigged, all lines led aft, full batten main with lazyjacks. Spinnaker in sleeve. Motor, sails, extras, and more. \$6,300 obo. In Vallejo. Call (707) 643-1040.

CATALINA 22. Excellent condition, fixed keel, 90 & 110 jibs, bottom paint 4/93. 6 hp Evinrude, handheld VHF, anchor, porta-potti, great (cheap) Coyote Point side tie. Needs no work, ready for sailing. \$3,600 obo. Must sell. Call Ron, (408) 730-7219, dys, (415) 594-0297, eves.

SANTANA 22. Must sell at \$2,000. Moving out of area. Fully loaded for day sailing. Pineapple main, 10 hp o/b, head, fresh water tap, all safety equipment. Call Jan at (415) 731-2609, lv msg.

'83 MOORE 24. Moving sale of a great boat. The give-away price of \$7,950 includes 9 bags of sails, a beautifully maintained hull and interior. Lying Marina del Rey. Needs trailer. Buyer gets a \$160 airline voucher. (914) 469-4459.

O'DAY 23, Tempest, F/G, fixed keel, new rigging '92. Sleeps 2, great Bay boat & weekender. Must sell now. \$1,000. (415) 381-9361.

CAPE COD CAT BOAT 18'2" Herreshoff *America* F/G gaff rigged, 2 berths, large cockpit, 7.5 Evinrude, draft centerboard 20" to 4". Great for Bay or Delta. Berthed at Vallejo Muni-Marina "F" dock behind Remarks Restaurant. \$3,600. (707) 226-1338.

RANGER 23, excel. cond. new boom. Racer rigged, Sausalito YH berth. Ideal Bay boat. \$6,800 obo. For more info. contact Nick, (415) 868-9428.

24-FT DEL RAY (Islander Bahama) single-handed sailing. Safe, sturdy, Bay cruiser. Full keel, bottom paint 4/92. (No blisters). Icebox, toilet, VHF, DS. (707) 258-8435. \$2,475/offer. 6 hp Evinrude, \$275. 8 hp Nissan, \$700. Cruising spinnaker, \$275. New Autohelm 1000, \$450.

NEPTUNE 24, 1981. 10 Honda, furled jib, genoa, reefing main, AP, galley w/stove, 2 sinks, leak interior, battery, shore power, pop-top w/vinyl and new enclosures, fold down dinette, trailer w/surge brakes, new tires. \$6,500 obo. (209) 277-0316.

22-FT CHRYSLER swing-keel sloop, with trailer and 13 hp Chrysler o/b. Has 2 sails, compass, and VHF. \$3,800. Call (415) 365-3459 after 9-6-93.

CAL 20. Great Bay sailboat. 4 hp Evinrude. In the water, ready to go. \$1,500. Jim, (510) 828-1428.

1981 MacGREGOR 21-FT, swing keel, trailer, 7.5 hp o/b Chrysler, all exc. cond., fresh water only. Lake Tahoe. \$2,500 obo. (916) 581-2741.

22.5-FT Eastward Ho. Built 1956 Bremen Germany. Mahogany on oak 9-ft beam, 3-ft 10 in. draft, 3 sails, 9.9 hp o/b. Berthed Clear Lake. (707) 274-8417.

'83 MONTGOMERY 17, clean on new '92 galvanized trailer. '89 Force 5 o/b, new cushions and rigging. \$7,500. (916) 925-1615, eves.

24-FT ISLANDER BAHAMA. As is, where is, and just for you. Come make us a deal on this special boat. \$800 obo. Call (510) 642-8556.

20-FT ZEPHYR w/trailer. Needs glass work. Boat is complete. Rigging in good shape. \$300. (209) 725-0627.

CAL 20, Rookie of the year, 1992, proven race winner, new Awigrip topsides, new bottom, new rigging, motor, sails. \$2,995 obo. (415) 388-2512. Will deliver.

ISLANDER BAHAMA 24. Tough, Bay/Delta cruiser, clean, well maintained. Honda 10, new main, 2 jibs, one self-tailing, VHF, delta covers, 2 anchors, porta-potti, halyards to cockpit, full cushions, dinette, sleeps 4. Delta berth available. \$4,950. (510) 672-2910.

24-FT COLUMBIA CHALLENGER. Full keel, flush deck, inboard engine. Main sail (double reefed) upgrade mast, boom. AP, water system, ice box. Working jib and 150 genoa. Looks great, sails better. Xlt 1st boat. \$2,250. (707) 429-9844, lv msg.

CAL 20. Great buy. Spinnaker, 2 main, 2 jib, 8 hp Evinrude-long shaft. In the water, Bel Marin Keys (Marin). \$1,500. (415) 883-1114.

CAPE DORY 22-FT, 1982. Full keel, Alberg design. Great bay or coastal pocket cruiser, total quality. Bristol clean, condition shows pride of ownership. Ready to step on & sail off. Gas House Cove berth, S.F. \$10,800. (415) 331-3847.

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GULF 27, 1984 motorsailer. Inboard diesel, roller furl, VHF, more. One owner, all records, clean, sharp. Located in Santa Cruz harbor slip. \$23,900 obo. Willing to trade or partner for 1/2 ownership. (408) 475-9394.

CORONADO 27, 1973, immaculate condition, 110, 150, jibs, new main and mainsail cover, 10 hp Honda o/b '90, VHF, DS, new interior cushions and boat curtains, shore power. Brisbane berth. \$7,900. (415) 598-0565.

28-FT BRISTOL CHANNEL CUTTER. The most well-equipped, carefully maintained BCC for sale in cruise-ready mode. Has HAM, SatNav, fridge, windvane, AP, Fatty Knees sailing dinghy, Achilles inflatable with o/b, storm sails, windlass, charts, much more. Located Florida. \$75,000. Message, (401) 783-8800.

27-FT CUSTOM FLUSH DECK sloop, 1984. Airex core f/g hull. Fin keel, skeg hung o/b rudder. Designed, built, equipped for offshore single-handing. Diesel, max prop, AP, DS, B & G, dodger, S/L windlass, propane stove. Out of the ordinary. \$20,000. Anacortes, (206) 293-0408.

NEWPORT 27, 1970 in excellent condition. Atomic 4, epoxy bottom, new dodger, VHF, KM, DS, two speed winches. Cockpit cushions, dual batteries, sails 5 years old, a great stiff bay boat, never raced. \$11,000 obo. Call (510) 829-7365.

COLUMBIA 28, great cruising for 6, launched 1969, original owner, club-footed jib with traveler, great for Delta or Estuary, Atomic 4, marine radio, DS, electric head, refrigerator, dual batteries, 3 jibs, more. \$9,500 obo. (415) 968-3203, Alameda.

PACIFIC SEACRAFT 25, 1977. Yanmar, dual batteries. Flux gate compass. SatNav, VHF, anemometer, Autohelm, anchors, 4 sails, self-tailing winches. Dodger, teak deck. Galley with water, toilet, lots more. Needs blister repair. \$15,000. Located Monterey. (408) 624-6606.

CATALINA 25-FT, 1982. Fix keel, DS, new sails '92, new Honda 10 electric start '92, fresh bottom '92, pop-top w/enclosure, pressure water, 3 batteries, Delta awning, propane Bar-B-Q, shore power, microwave, looks great. \$8,500. (916) 482-7879.

28-FT LANCER. Tandem trailer, fixed keel, the best of trailer boats. 10 hp Honda, Autohelm, depth finder. \$14,000 obo. Consider part trade for ? Call (415) 453-0519 or 459-8433.

28-FT WOODSLOOP. Double ender, diesel S.F. berth, 50 gal. alum. & SS tanks. All teak trim & deck, teak & holly sole, CQR with winch, 200-ft. chain, Barient, AB refer, Ritchie, Signet needs finish work. \$11,900. (707) 829-0320.

SOUTHERN CROSS 28, beautiful cutter in excellent condition. Fiberglass with wood interior. Yanmar diesel, valise life raft, VHF, stereo, cassette, EPIRB, more. Fresh varnish and bottom. Pillar Point berth. Ready to sail away. \$26,000 obo. Must sell. (415) 367-6401.

OLSON 25, HULL #40, E-Ticket. Better sails (North & Sobstad), better trailer (dual axle), better instruments (same as Express 37s), better o/b (first pull), better condition (always drysailed, only used occasionally on Sundays by old men), better karma (okay, that's pushing it). Will consider selling foredeck man with boat. Let's make a deal, somewhere around \$18,500. Rob, (415) 331-3134, home.

ALBIN VEGA 27, 1971. Recent standing rigging, knot, depth, vane steering, Loran, battery, reliable gas engine, 3 bags. Berkeley slip. \$8,000. (702) 746-5143.

OLSON 25, Santa Cruz built hull #99. Excellent condition, race ready, 9 bags of sails, new set of North sails, new epoxy bottom Oct. '93. New Johnson 4 hp o/b. VHF, KM, DS, Loran, stereo and more. \$16,500. Call Jim, (510) 933-0197.

27 CATALINA 1976, inboard, sleeps 6, galley, head, VHF, stereo, depth and much more. Ready to sail. \$9,250 obo. (510) 803-0539.

CATALINA 27, 1976. (Phone number correction.) Atomic 4, VHF, DF, KM, compass, shore power, sink, stove, head, Autohelm. Within past year: new bottom, new batteries, new charger, \$1,200 on engine overhaul. Many extras. Must sell. Bought 32-ft boat. \$8,500 obo. (415) 573-8331.

MOVING, WILL SELL International Folkboat, 26-ft full keel, F/G epoxy, offshore rig, all lines aft, 6 winches, 7 sails, twin h.stays, small o/b, interior needs cosmetic. Excellent single hander, ready to sail, ready to sell. Make offer. Ed, (707) 644-2474 or (415) 380-8935.

GUCCI OLSON 25. New mast, rigging, rudder, bottom & top paint. Lightly raced to church on Sundays. Gal, (415) 252-1514.

MERIT 25, 1982. 5 sails including spinnaker. EZ Loader trailer, Honda 10 hp motor. Fantastic condition, sailed in Lake Tahoe only. Lots of extras. \$11,700 obo. Mark Daniel, (702) 746-3642, (206) 298-6140.

STOUTFELLA 28, 1962. Light, strong, fast, and beautiful all-wood pocket cruiser/racer. Cold-molded construction of Port-Orford cedar achieves a very low-maintenance hull with no fastening or caulking required. The ease of f/g without the blisters. All wood cabin with character, four large berths, new cushions, small galley, spotless, Atomic-4 inboard. Large sail-inventory with two chutes. New paint. Minor work. \$6,800. An unusual and classy boat lying Sausalito. Call (415) 258-6918, dys. (707) 431-1305.

VANCOUVER 25-FT, Robert Harris design, 1986, full keel double ender, universal diesel, ProFurl, tanbark sails, spinnaker, VHF, Loran C, CNG stove, head with holding tank, shower, sleeps 4, teak interior, inflatable. \$20,500. In San Diego. (619) 222-5100.

1974 NEWPORT 27. All new rigging, 3 sails, new head on Atomic 4, dual battery, excellent condition. \$6,000. 331-5907, eves.

CATALINA 25. Fixed keel, 10 hp Honda o/b, VHF, Loran, DF, very good condition. \$9,000 obo. (510) 846-7153.

DAWSON 26, center cockpit cruising ketch, 1200 lb. swing-keel, trailerable, roller reefing jib, recut main, mizzen, staysail, and spinnaker, Westerbeke Vire inboard, VHF, DS, KM, wheel. Perfect for Bay, Delta, or coastal. Trail to Baja? \$10,500. (415) 332-2192.

EXPRESS 27, Mirage, excellent condition, custom graphics, built by original builder for himself, new sailcomp compass, full cover, motor, ready to race, \$19,600. Lloyd, (415) 364-3899 or (510) 651-3348.

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CATALINA 28, 1992. Excellent condition, new varnish bottom paint, Autohelm 4000, VHF, DS, KM, Loran C, Dutchman full battens main Batcar. \$40,000 by owner. (415) 388-6685, lv msg.

25-FT O'DAY, 1979. Very good condition, roomy. New rigging, new bottom paint. VHF, RDF, 9.9 hp o/b, main, jib, genoa & more equipment. E-Z load trailer. Moss Landing. \$6,500 obo. (408) 623-4334, eves.

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ERICSON 27-FT, 1978. Cleanest, best maintained 27-ft sailboat in Bay area. Features wheel steering, adjustable backstay, fresh water cooled Atomic 4, Loran, Icom VHF, SP-5 compass, digital depth finder, windspeed and directional instruments and ElectraSan head. One main, 3 jibs, spinnaker and pole. 2 batteries with new charger. New main cover and jib bag. Teak interior with dropleaf table, alcohol stove. Very clean roomy interior. Sleeps 5, hauled 7/93. \$13,500. Call (707) 552-2146.

25-FT GAFF CUTTER. 8' beam, 3' draft, plywood & glass, hard chine. Bowsprit, 4 sails, sail cover, ex. 9.9 o/b, depth, lights, stove, sink, potti, sleeps 4, new bottom paint, good condition. San Leandro berth. \$4,500. (415) 948-5874.

26-FT FRISCO FLYER, 1961. Teak hull, fastened with copper rivets, extensively rebuilt new, mast rigging, keel bolts, deck and cabin. Includes 5 hp o/b. \$4,000 obo. Call 369-0150, dys. Ask for Steve.

26-FT EXCALIBUR, 1969. 3 jibs, 2 mains, 1 set, like new, out of water 3 yrs. Needs work. Delivery possible. \$1,000. Call after 9/10. (415) 892-9633, after 6 pm.

NORDIC FOLKBOAT, 25' hull #48, all new S.S. rigging, new S.S. pintles & gudgeons, etc. Good sails, hull sound with no rot, refinished from bare wood summer of '91. Sausalito berth, beautiful boat, ideal for S.F. Bay. I've spent over \$8,000 so you don't have to. Sacrifice for \$3,400 obo. Honda 9.9 hp o/b, \$750. (415) 255-5911.

ISLANDER 28, 1979. Roller furling, no wheel, Volvo diesel, 2 batts, new rigging. List goes on. May trade. 388-4818.

ALBIN VEGA 27. Very good condition. Engine runs good, 2 cyc gas, Albin. Sails are all in very good condition. Recent haulout. 2 Danforth anchors. Come see, come sail. Lochlornmond Marina C-24. \$8,750. (415) 459-0246.

28-FT TRITON #248, Yanmar diesel, new teak trimmed interior, improved structural mast support, 133 cubic feet of underwater volume, generous freeboard, liveaboard headroom, w/4 berths, two speed winches, main & jib, dodger, new boom & cushions for \$1.41/lb. Myron Spaulding, (415) 332-3721.

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OLSON 25, 1988, by Ericson. Great condition. Full race and cruise too. North kevlar, dacrons, spinnaker. Depth, speed, epoxy, bottom paint. 3.5 hp Suzuki with remote tank. Trailer. \$14,900. Also f/g El Toro. Make offer. (510) 769-8767.

MacGREGOR 26, 1992. Fully equipped for Bay sailing. In the water and ready. \$14,000. Call (707) 963-4290.

CAPRI 25, 1982 by Catalina with dual axle trailer. Race, cruise, Bay or Delta. New self tacking jib, 90%, 150% Mylar, 150% Dacron, spinnaker. New Nissan 3.5, new battery, single point lifting system, dry sailed, great shape. \$9,995. Steve or Jeff (209) 478-5515 or (209) 943-1303.

TARTAN 27, 1974. Cutter equipped, 4 cruising sails, new Atomic 4, spacious interior, new upholstery, life lines, excellent family boat, great for overnights, Bay sailing, or offshore cruising. Call (408) 227-8161. Ask for Karl.

MacGREGOR 26, 1989 model, not in water last 3 years, new condition, 8 hp Johnson o/b, 2 hrs, sleeps 6, main and jib, centerboard and water ballast system, trailer, radio, porta-potti, pop-up with dodger, must sell, \$8,000. Call Loren (707) 433-4808 (wk), (707) 838-7067 (hm), in Santa Rosa.

GOZA, 28'6" LOA, 7'9" beam, 4'6" draft, Nunes Big Bear sloop, built 1939, fir on oak, VHF. Excellent performance cruiser offers standing headroom and liveaboard potential. Needs attention. \$3,000 firm. (415) 282-3007.

NOR'SEA 27, 1991. Aft cabin, 5 sails Yanmar, Barient sts, DS, VHF, Loran, Icom SSB, Furuno radar, Autohelm AP, AM/FM cass. stereo, teak/ash interior, 2 anchors, epoxied bottom, needs little TLC. \$76,000. (408) 648-7937.

CAL 2-27, 1976. Good condition, 3 headsails & spinnaker. Great family boat & active Bay Area fleet. KM, DS, VHF, auto. battery charger, 12 hp dsl. \$14,000 obo. (415) 383-6208.

NEWPORT 27s '79. Atomic-4, VHF, RDF, 12vdc & 110vac shr pwr, rlr fring jib, wheel, grnd tackle. Beautiful teak intr w/galley, head w/hldng tank & shwr, slps 4-5, 6'4" headrm & more. Priced to sell. \$9,500. (707) 838-0964 (hm).

PEARSON 28. Great little cruiser. LectraSan, AP, spinnaker, bimini, VHF and more. Complete bottom job completed 6/93. \$12,000 firm. Call (510) 642-8556.

CAL 25'S. Great Bay boat. We have two boats ready to go. Both have raced successfully on the Bay. September special \$2,000 for Wiki Wiki and \$4,000 for Wahini Mai. Call (510) 642-8556.

CAL 2-27, 1977. KM, DS, VHF, Atomic 4, folding prop, clean, new bottom paint, teak interior, active one design fleet, good family cruising boat. Priced to sell. (415) 499-8097.

ERICSON 27, 1978. Yanmar diesel, wheel steering, Harken furling, jib, stoll boom, reefing main, alcohol stove, holding tank, VHF, depth finder, KM, AP, Loran, all teak interior, new bottom paint & thru hulls. All in good cond., looking great. \$12,000 obo. (510) 428-0802.

CAL 2-27, 1976. Recent haul & fresh bottom, diesel, spinnaker, tabernacle. Trouble-free starter boat. (510) 945-1999. (404) 394-3578.

WHY BUY A 25 FOOTER when you can buy a big (quality) 22-ft Cape Dory, 1982? Full keel, Alberg design. Great bay or coastal pocket cruiser, total quality. Bristol clean, condition shows pride of ownership. Ready to step on & sail off. Gas House Cove berth, S.F. \$10,800. (415) 331-3847.

29 TO 31 FEET

PEARSON 303, 1984. Yanmar, wheel, Harken furling with new Hogin 120% tri-radial jib and new Hogin full batten main, Harken mainsheet traveler, new Autohelm instruments, May 1993 haulout with fresh bottom paint. Hot pressure water. \$35,000. (707) 426-5823.

CAL 30. 17 hp Volvo Penta, 6 bags of sails. Butane stove, diesel heater, motor runs ok, boat usable but needs some work, self steering wind vane, New Zealand & Australian vet, located at Woodley Island Marina, B-11. \$11,500 obo. (707) 442-1172.

1980 CUSTOM BUILT F/G pilothouse motorsailer. 30-ft awl, 38-ft overall. Overbuilt 1.5" thick f/g hull. Atomic 4 engine, 40 hrs. on rebuild. Clean, wood interior, outside needs some TLC. \$15,000. Call Gregg at (209) 931-4182.

CAL 2-29. Built 1978. New diesel. Loran VHF, DS, KM, wind spd and direction. Very clean and ocean ready. Many extras. \$22,500 obo. (415) 586-8173.

ISLAND PACKET 31, 1988. Purchased new 4/89. Excellent condition, only 107 hours. Custom dodger, windlass, full battened main, 3 anchor systems, interspring mattress, inflatable with o/b. Many extras. The Bay, the Sound or around the world. \$75,000 obo. (206) 783-8119.

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A BEAUTIFUL 30-FT CATALINA, 1979. Sleeps 7, VHF, depth, speed, wheel steering. Recent haulout spent \$3200 on fresh bottom paint, rigging, motor work and more. Absolutely perfect. Recent survey \$28,000, Sacrifice \$17,000. Call today for a demo sail. William, (916) 973-8533.

PEARSON 30-FT, 1977. New Atomic 4. Excellent condition, stereo, depth/knotmeter. Fast and dry. Alameda berth. Asking \$19,500. POB 141, Walnut Creek, CA 94596.

CRUISE ANYWHERE in a salty looking classic ketch. Ideal single hander or take family, friends. 1969 Cheoy Lee Offshore 31-ft (36' LOA). Glass hull, teak decks, lots of brightwork. Diesel, wheel, more. Must see. Bargain for cash buyer. (707) 644-6892.

CATALINA 30, 1978. Excellent condition. Atomic 4, VHF, depth, knot, tiller. Interior perfect. Club jib, cruising gennaker. Wonderful for single handling, all lines led aft. \$18,000. Mike, (209) 369-0807, dys or (209) 745-5820, eves.

1976 CATALINA 30. Tall rig, club jib, spinnaker, VHF, new Loran, DS, KM, Atomic 4, tiller, ElectraSan, 2 Danforths, bottom paint '92. Fresh-water boat, very clean. \$17,000, make offer. (209) 368-5758.

CASCADE 29, heavy duty cruiser, furling, radar, AP, hard dodger, windlass, wheel steering, GPS, documented. \$13,000 obo. (415) 781-3852.

CHANCE 30/30, 1974. One of best sailing 30-ft cruiser/racers on the Bay. Britton Chance Marc design. Great Coastal/Bay boat. Pretty, fast, roomy & reliable. Much loved & appreciated for 6 years, now 2 boat owner. Must sell at giveaway price of \$12,000. Peter 456-7829.

1975 CATALINA 30 tall rig, 5 bags (sails) plus spinnaker, new Yanmar diesel, low hrs, tiller, Autohelm, VHF, Signet. All lines led aft, great liveaboard. One year sublet, Santa Cruz Harbor available, many extras. \$16,500. Call John, (408) 475-7877.

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COLUMBIA 29, 1965. 30 hp Atomic 4, compass, 3 sails, head, stove/oven, refrigerator, stereo/cassette, auto bilge pump, tabernacle. Call (415) 982-2676. \$10,000. Liveaboard.

OLSON 30, 1984. #240, dry sailed, ex. condition, 11 sails, dble spreaders, custom mast support, 32/1 bkstay adj, King VHF, Raytheon 550 Loran, Signet WS, KM, DS, new Nissan motor, Lewmar winches, ex 2 axle galv trailer, \$18,500. Call (707) 996-3355.

1974 YANKEE, MARK III, Dominique. LOA 30'6", beam 9', draft 5'. Transpac vet and rigged for single handed sailing. Complete sail inventory, rigged for racing yet comfortable for cruise. Atomic 4. Autohelm, dodger, fridge, recent bottom paint. \$15,000 or reasonable offer. Berthed in Emery Cove Marina, F-23. (415) 697-3728.

NEWPORT 30 II, 1978. Diesel wheel, 5 sails, spinnaker gear, 110 refer, depth speed, VHF, Maxima stereo, Loran, BBQ, cockpit cushions, teak & holly floor. Very clean. Tabernacle. Santa Cruz slip. \$18,000. (408) 429-5111.

C & C 31, 1968. One of the classics. New standing rigging, new halyards, all lines led aft, epoxy bottom, KM, DS, Loran, VHF, stereo, 2 mains, 3 jibs, spinnaker, Atomic 4. Well maintained. \$18,000. Call Marty, (510) 443-6358 or Ted (510) 886-1725.

HUNTER 30, 1979, VHF, Loran, DS, KM, compass, wheel steering, Yanmar diesel, roller furling jib, dodger, Delta awning, pressure water, cockpit cushions, stereo AM/FM cass. Safety gear, spreader lights. \$24,000. (415) 595-2930.

IRWIN 30, 1980 sloop, VHF, depth, knot, WS, Yanmar diesel, wheel steering, new propane stove, great shape, moving to East Coast, must sell. (415) 391-2508. \$14,000, reduced.

30-FT RAWSON SLOOP. Extensively outfitted and tested offshore cruiser recently returned from Mexican waters. 27 hp diesel, propane range, radar, Loran, Aries vane, new standing and running rigging, dodger, heavy ground tackle, spares, much more. Complete gear list and specifications available. (503) 267-3348.

KNARR #63, Alice. This boat is always near the top of the racing fleet. Recently rebuilt. Make offer. Bruce, (415) 485-0848.

COLUMBIA 31 CRUISING SLOOP. BMW 12 hp diesel. Classic lines. Charles Morgan design. Immaculate, lovingly maintained. Same owner 14 years. VHF, full electronics. 5 sails, mahogany paneled, fully carpeted, insulated. Force 10 cabin heater. Full boat cover, dodger, awning, sail covers. Four opening ports. In-line galley, big stainless sink, icebox. Cockpit cushions, cabin table detaches, mounts in cockpit. Double ground tackle. Autohelm, Avon dinghy, MOB launcher, lifelines, many extras. Sausalito berth. \$21,000. Will discuss. (415) 332-4061.

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29-FT 1/2 TON CLASS, Gearson design, built by Svendsen Boatworks. Arex foam core. Fast, you must see this one. Furling jib, 150% genoa, 3 spinnakers, Big Boy, 8 2-speed barrients, CNG stove, sleeps 4, Farryman diesel, anchors, extras. Marina Village, Alameda. \$15,000 obo, trade. (510) 523-4038.

32 TO 39 FEET

ISLANDER FREEPORT 36, roller furling, jib and main. 50 hp diesel. B-style layout. All instruments, cruising equipped. Professional maintained condition. \$72,000. (805) 966-6533.

CREALOCK 34 by Pacific Seacraft, 1992 Voyagemaker sloop. Harken rf, singlehanders package, knot/depth/wind, refrigeration. Like new. Ask \$116,000. Miami, FL (305) 448-3481.

33-FT HUNTER. This is the one. Super clean, new paint, top and bottom. Lots of extras, radio, Loran, stereo, many instruments, pressurized hot and cold water, wheel steering, easy to sail. Owner bought 50 footer. Super deal \$25,500. Call (707) 557-6976.

HERSHINE 37-FT, 1978. Tri-cabin trawler in excellent condition. VHF, DS, AP, CB, radar. New bottom paint Fall '92. Cruise 7 knots. 1.5 gal/hr. Low hrs. Alameda berth. \$62,500 obo. Call Steve (510) 284-2383 (eves).

HINCKLEY 38 SLOOP Major refit, much equipment. Excellent condition. Many sails, life raft, dinghy, o/b. \$95,000. Make offer. 347-6934.

ERICSON 35-FT, commissioned '89. Diesel, furler, instruments, ground tackle, deluxe interior. Like new: save 40% over new. \$69,000. (510) 536-1172.

GULF 32 PILOTHOUSE SLOOP cruise equipped and now located in San Carlos, Mexico. Ready to go. Recent LPU, rigging, Perkins 4108, trans. Too much gear to list. Partial trades considered. \$35,000 obo. (602) 432-7264.

CAL 39, 1979, tall rig, Perkins 4-108, bar rigging, 5 jibs, 2 spinnakers and blooper. Loran, hydraulic backstay and boomvang. Bottom painted 7/93. Move forces sale. A heck of a lot of boat for \$49,900. Call Russ at (408) 227-6069.

'87 CATALINA 34. Roller furling. Interior/exterior like new. Microwave, new varnish on all teak. Diesel, VHF, knot, depth, wind instruments. \$54,500. Benicia, (916) 427-2732.

RAFIKI 37, 1975 cutter, Airex cored hull, canoe stern, tiller steering, bronze Aries, Tamaya sextant, GPS, sailing dinghy with new 2.5 o/b, repowered with Isuzu marine diesel. Many extras. Ready to move aboard and go cruising. Laying Caribbean. \$49,000. R. Smith, P.O. Box 201, Bozrah, Conn. 06334.

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COLUMBIA SABRE, 32'6" LOA. Bags & bags of sails, spinn. gear. KM, DS, log, new cushion covers. Classic lines, fast, divorce sale. \$4,500. (916) 333-1586, 333-1657.

PANDA 38 Ta Shing, 1984. Totally offshore equipped. Teak interior, insulated hull. 2 ProFurIs, all new stainless, Quickvang, boom brake, Muir electric windlass, 5 solar panels, quad cycle, 3 gel cells, Alpha AP, Flemming vane, Furuno radar, Magellan GPS, Sitex SatNav and Loran, ICOM HAM and SSB, CARD radar detector, 406 EPIRB, WEFAX, Heart inverter, Isotherm water-cooled refer, 2 watermakers, Balmar heater, 4 bilge pumps, offshore life raft, mast steps, 500 feet chain, complete spares, epoxied bottom, all heavy weather and safety gear. At 19,000 lbs. displacement, easily handled by a couple but lots of space/storage. Turnkey for Alaska, Cabo, Tahiti. In Seattle in pristine shape. \$144,500. Call George at (206) 625-1580.

1978 RAFIKI 37. As is, where is. Located in Pago Pago, American Samoa. Damaged in Hurricane Val, December 1991. Marine surveyors report available. Video of boat can be arranged. Tel. or fax to 011-684-699-4069. Make offer.

39-FT YORKTOWN SLOOP great interior, fresh blister and bottom job. Perkins dsl., Loran refer., freezer, microwave, large battery banks, h/c pressure water, sleeps 6, motivated seller will throw in topside paint job or negotiate on price. Asking \$34,500. (209) 368-6279.

BENETEAU FIRST 35s5, 1990. Best equipped 35s5 on West Coast. Cruise in luxury with central AC/heat. Race equipped with spinnaker gear and North kevlar. Proven winner. Too much to list. Excellent condition. Asking \$89,000. Make offer, (619) 455-6558.

38-FT ROBERTS, 1993. Cold-molded cutter, custom built for world cruising. Hull is strip-plank with four diagonal veneers over 1 1/4" total. Built with the K.I.S.S. philosophy in mind. Systems are simple, accessible and repairable. 11,000 hours construction: Incredible detail and beautiful finish inside and out. L.P. paint, varnished spars and transom. Laid out for a couple, sleeps 4, large galley, navigation area and separate writing desk with comfortable chairs, chart stowage. Exceptional bluewater inventory: Monitor, 100W solar, Ampair, 4 anchors, chain and nylon rode, 6 sails, watermaker, more. Yacht floatation system, watertight bulkheads, lots more safety gear. Ready to go for \$180,000. Port Townsend, WA. (206) 379-9654.

CUSTOM BUILT ANASTASIA 32-FT. Heavy displacement, 27 hp Pisces diesel, wheel steering, 75 gal. diesel, 150 gal water, hot water heater, 6.5 cu.ft. refer box, Shipmate S.S. 3-burner stove w/ oven, pressure water system, 2-wire 12 volt electrical & 3-wire 110 v. w/isolation, transformer, 20 amp. battery charger, 2 banks batteries, Dickinson solid fuel S. S. heater, Autohelm wind steering vane, 6 bags sails, 3 anchors. Liveaboard or cruise. \$49,750. (415) 367-7607. Coyote Pt. berth.

ISLANDER 34, 1966. Cruise equipped blue water veteran, diesel, steering vane, F/G sloop. Sail alone, no crew needed. Flush deck on Alberg 35 hull gives well lighted spacious liveaboard for one couple. Needs facelift. \$26,000 or trade for motorhome. (916) 777-5003.

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WESTSAIL 32, 1976. Full keel cutter. Good condition. \$46,000. Call (408) 655-2427, wkdays.

ERICSON 38, 1989. Roller furling 110 & 90 North jibs, Geneker, AP, GPS, compass, knot/log/fathometer, charger, dodger, cockpit cushions, Bruce anchor, refrigeration, teak interior. Excellent condition. \$117,000. (916) 622-1155.

ERICSON 27, Atomic 4, hauled/surveyed June '93. New: fuel tank, strut, prop bottom paint & batteries. Spreader overhaul. Incl: Cellular, VHF, BP, DS, KM, stereo, BBQ, Microwave, compass. Reliable. Asking \$11,500. Pager, (415) 998-5123.

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RAFIKI 35, 1980 (#28). Two boat owner must sell this beautiful offshore cruiser/liveaboard in excellent condition. Redwood City berth. Full boat cover. Teak decks, rails and trim. FG/Airex hull. Diesel, dodger, loaded w/accessories. Call for information package. \$59,900. (415) 595-3094.

1976 BUCCANEER 32-FT. FG center cockpit sloop. 55 hp diesel, VHF, Combi system, propane HC water, St. stove, many extras, very roomy. \$15,000. Located in Sausalito. (415) 550-0708.

ISLANDER 36, 1978. Immaculate condition. Teak, oak, cane deluxe interior. 50 hp Perkins diesel, 485 hrs. Never raced. KM, DS, VHF, h/c pressure water. CNG stove. Must see. \$45,000. Call (415) 388-1720, wk or (415) 388-0840, hm.

AMAZON 37. Beautiful steel cutter. If you want a dry, fast, comfortable ride, this offshore yacht will take you there safely. New Awlgrip paint job and partial refit just completed. Info, photos and equipment list available on request. (509) 838-4801. \$119,000, U.S.

CRUISE MEXICO '93. Dufour 35 cruising sailboat. Mexico/Hawaii veteran. Strong, seaworthy, comfortable. Cruise equipped with extras: solar panels, HAM/SSB, bimini, water purifier, customized interior, GPS, more. \$60,000/offer. Ted, (916) 292-9172.

WESTSAIL 32-FT /circumnavig. vet. Hard dodger, unique interior design and many cruising features. Cruise equipped and ready to go again. At about \$50,000 it's a minimum cost serious cruiser. Located Moss Landing, (408) 443-6551.

MARINER 32, 1972. Garden ketch. F/G hull, Perkins 4-107, dodger, lee cloth, awning, new rigging, suit of sails, life raft, inflatable, o/b, solar, VHF, dph, SatNav. Located Puerto Escondido, BCS, Mexico. \$32,500. Call Mike or Ann, (408) 724-3875.

33-FT SPARKMAN STEPHENS design sloop. Built 1964. Draft 6.4' beam 8.5' mahog. over oak. One of the short list of sloops built off the famous Spirit design. Asking \$16,000. (510) 814-0946 or (510) 339-1026 for info.

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CORONADO 34. Very good condition, clean, well maintained, sails beautifully. 90, 110, 130. Full custom cover, mast steps, main roller reefing, automatic charger. DS, KN, VHF. \$20,000. (916) 786-5991.

1976, 33-FT RANGER sailboat. 24 hp Yanmar diesel, shore power, 8 sails, 8 Barient winches, whisker pole, new fuel delivery system, radio, Loran, DS. Too much to list. Call for details. \$30,000 neg. Stuart, (415) 931-6962.

32 PEARSON VANGUARD, speaks for itself. Recent sails, rigging, dodger, world cruiser in very good cond. \$25,000. (707) 643-4359.

HANS CHRISTIAN 34-FT, 1977. DC-fridge, dodger, propane stove, diesel heater. Some cruising gear. Oregon documentation. Located in San Francisco Bay. \$58,000 obo. (415) 331-3039.

CATALINA 34, 1987. Blue LPU hull, radar, GPS, full instrumentation, feathering 3 blade MaxProp, custom sails, etc. and so forth. Two time National Champion. Maintained like new. \$65,000. Call for equipment list. (916) 791-4318.

POSSIBLY THE FINEST Westsail 32 available. Factory built Mark II. She's a beautiful example of her type. A bluewater yacht with an available liveaboard slip, Half Moon Bay. Asking \$55,000. For more info, call (415) 728-0259.

HANS CHRISTIAN 38T. (510) 534-0735, hm or (510) 444-8484, wk.

TAYANA 37, 1978. Great bluewater cruiser/liveaboard. Teak just beautifully restored. Terrific storage capacity, well equipped. Cutter rig, Piceses diesel, low hours. Call Cindy, (415) 578-9244, eves. \$62,000.

SPENCER 35-FT, new diesel, mainsail, dodger. Extensive parts and equipment. Many upgrades. Documented. \$32,000. (408) 688-0554.

J/35, 1984. Excellent condition. Original owner. New North kevlar main and #1 genoa. Ten sails, full electronics, low engine hrs. Super price, \$49,500 or trade for bigger boat 42-51 ft Baltic or Swan equivalent. (510) 254-7669.

HUGHES 35, F/G sloop, roomy liveaboard cruiser, 4 sails, new sail drive, new bottom paint, clean, well maintained, excellent interior, must sell. Reduced to \$29,000. Leave message for specs. or appt. (510) 451-6917.

RANGER 33, 1975. Numerous upgrades, log, DS, VHS, W.S.D., wheel, dodger, Harken furler, 6 sails, all lines led aft, masthead tri-color/strobe, anchor roller, new propane range, stereo, hauled Apr. '93. \$24,950. (510) 937-5297, lv. msg.

1986 CATALINA 34. Rigged for comfortable day cruising or racing. Fun sailer, well equipped, great condition. Relocation forces sale. Asking \$58,500. Call after 6 PM. (415) 637-0885.

COLUMBIA 5.5 SABRE 1965. Here is your chance to own a true classic. LOA 32'-5" LWL 22'7" beam 6'3" draft 4'4". Sailing at its purest. (415) 834-1523, Peter. \$4,200.

MacGREGOR 36 CAT, '81. Full batten main & 5 Hd sails, all good cond. Lewmar 43ST's. Full instruments, depth g, VHF. Raritan head-tank & other cruise gear. '91 Merc 25 on prof built WEST/FRP mid-bridge deck, remote elec. start/cntrls. Fold down dive platform. Hulls epoxy sealed '92. '85 Trailrite trailer. \$24,000. (503) 245-7563, Or.

34-FT CATALINA 1990. Like new condition. Full battened main. 150% furling genoa. Walk-through transom, Universal diesel, refrigeration. Dark navy canvas with dodger. Must see. \$64,000. (619) 438-8322.

CAL 39, '71. Very solid. No blisters rigged for single/short handed sailing; 4 jibs (one roller furling), 2 stylis, spinnaker. 11 winches Autohelm, dodger, KM, WP, WS, DS, VHF, RDF, stereo. Yanmar diesel, near new. Dissolving partnership forces sale. Reduced \$46,000. (415) 391-4357.

FISHER 37 Pilothouse ketch. Motorsailer, 1980, 80 hp Ford Saber diesel, 120 gal H2O, 120 fuel, wind s/d, depth, log, speed, 2 VHF, Loudhailer, CB, aft cabin, Avon. \$125,000. (408) 624-7210.

ISLANDER 36, 1972. Good cond. 45 hp Perkins dsl, no blisters, must sell. \$26,000/make offer. Jeff, (510) 683-4205, dys or (510) 490-5987, eves/wknds.

CHALLENGER 35 SLOOP. Mexico vet '91-'92. Cruise equipped, diesel engine, roller furling, 5 sails, radar, AP, wood interior. Clean inside & out. Been a great liveaboard for us. Call for list of upgrades and equipment. \$47,000. (510) 769-1602.

HANS CHRISTIAN 38T, 1987. 66 hp Yanmar turbo diesel, big boat Harken, main, traveler, 65 lb. stainless plow anchor/chain, Furuno radar, Loran, loom radios, Force 10 stove, new water heater, marble counters, teak salon table, cream hull, etc. \$110,000. Phone Michelle Wood (510) 865-3799.

ISLANDER 36, 1984. Reduced \$10,000. For quick sale. Excellent condition, main plus 4 jibs, 2 spinners, 30 hp Yanmar, hydraulic boomvang, outhaul & backstay, refrigerator, natural gas stove & much more. \$59,500. (209) 466-9704, dys or (209) 943-2525, eves.

1965 PEARSON VANGUARD 32'6" New dodger, windlass, non-skid inverter, Signet Smart-pack. Exec. condition. \$21,000. (415) 457-1567, eves.

ISLANDER 33, reduced to \$15,000. Hard dodger, diesel, wheel, refer, VHF, DS, dinghy, self-tending jib, 2 spd winches, 5 sails, 4 anchors, kerosene stove/oven, 4 batteries, 2 alternators, AP, self-steering vane, roller furling, bow roller. Call (209) 369-7726.

INTERNATIONAL ONE-DESIGN (IC-78) for sail. 33-ft wooden racing sloop built in Norway in 1947 and recently rebuilt. Active racing fleet in WBRA and GGYC Wednesday night races. All set to race and ready to sell. \$10,000. (510) 530-6181.

1965 PEARSON VANGUARD 32'6". Beautifully maintained, fully equipped. Veteran of 1 1/2 Mexico cruising. Last hauled Aug. '93. 8 sails in good condition. Custom dodger, rebuilt Atomic 4, new exhaust system, Interphase FishFinder, Autohelm 2000, Lewmar self-tailing winches, Loran, 35 lb. CQR - 100 ft. chain, 200 rode plus 16 16 Bruce and Danforth, Simpson Lawrence windlass, Arco solar panel, Force 10 kerosene heater, Gel cell batteries and much more. In Alameda, \$24,500. Kris, (510) 814-9371. Barbara, (503) 862-2153.

CHEOY LEE LION, 1956 35-ft sloop. Teak planking, copper riveted, steam bent frames. A stoutly built full keel design, fast and seaworthy, meticulously maintained by owner of 17 years. Extensive 4-yr. restoration 1978-82. Full cover, Aries vane, VHF, DS, KM, Bruce, CQR & more. New mast, rigging & chainplates 1993. One of the prettiest and best kept vessels of her size and vintage on the West Coast. Master Mariners Member. Must see. \$32,000. (510) 525-5430.

DOWNEASTER 38 cutter, *La Libertad*. F/G, wood trim. Improved rigging. Approx. 100 hrs. on Yanmar. Two: mains, staysails, jibs. Roller furling. Bottom just painted. Strong, stiff, roomy, but quick and handy cruising boat. Documented. Quick sale price, \$46,000. (510) 271-8031.

40 TO 50 FEET

CHEOY LEE 41. Offshore ketch, Ray Richards design. \$75,000. (805) 658-7703.

40-FT VALIANT PILOTHOUSE. 1980 by Uniflite. Much better than new. One owner, professionally maintained. Outstanding cruiser/liveaboard. Amenities include: Wood-Freeman AP, Grunert refrigeration, Furuno Radar & Loran, Lewmar winches, dual steering, Westerbeke 58 dsl. Make this one of the finest cruisers in the NW. Call for picture and specs. Asking \$165,000. Call (408) 371-0180 or (206) 564-1221.

COLUMBIA 45, 1973. New sails, batt., rebt. eng. & trans. Need some work. Good buy for someone who likes big boats. \$55,500 obo. (408) 375-2200.

40 PASSPORT 1985, equipped for serious cruising, liveaboard. Includes HAM, solar panels, watermaker, radar, inverter, coldplate frig & freezer, 6 sails, dinghy with o/b, stereo CD, all eq. in excellent condition. Very well maintained, a very comfortable liveaboard. (619) 722-1723.

PRICED TO SELL \$45,000. 40-ft ketch, center cockpit aft cabin, Al Mason design. Proven cruiser, great liveaboard, 300 gal. diesel, 260 gal. water, rebuilt engine, new standing rigging, new paint. Call (702) 356-8500, dys or (702) 324-3203, eves.

IN THE SOUTH PACIFIC NOW a Hans Christian 41 TC. USCG documented. Walk aboard and sail away. Fully equipped, spare parts to food, rain gear, electronics, etc. In American Samoa and will sail to Tonga, Fiji, New Zealand, or Hawaii for you to pick up and begin your dream cruise. For equipment list and some pictures, write to N. De Stael, 505 W. 45th Street, Vancouver, WA 98660 or Fax questions to Liz at 676-70-130. A wonderful boat at \$169,000. No brokers.

45-FT EXPLORER CUTTER, 1979. 2nd owner. Outstanding cruiser/liveaboard, excellent condition, professionally maintained amenities/equipment includes refrigeration, radar, teak decks, teak interior, dodgers, roller furling, 35 hp Volvo engine, etc. Completely outfitted and ready to go - beautiful. Take delivery in Uturoa, Raiatea, French Polynesia, \$95,000. In Calif., \$105,000. Recent survey, equipment list and photos available to serious prospective buyers. Contact Marilyn Cox at (707) 923-3201 or 923-2031.

ISLAND TRADER MOTORSAILER 46-FT, '83. New LP and bottom paint, cruised Mexico 4 years, 120 Ford Lehman, 700 fuel, 450 water, aft cabin with island queen bed, completely outfitted for extended cruising or great liveaboard. \$139,900. CA. (909) 860-9678.

47-FT STEEL M/S KETCH built 1972 by VanDam, Holland. A small durable and able sailing ship. Very comfortable liveaboard. Just completed Trans-Atlantic, now refitting in Puerto Vallarta, Mexico. Asking U.S. \$185,000. Will consider trade in real estate. Phone (604) 254-7697.

VICTRESS 42-FT CUSTOM Pilot House Piver Research vessel world cruiser, 65 hp Isuzu, GPS, Autohelm, heavy rig, full suit, dinghy, TV, VCR, combo, stereo, 2 heads, aft cabin, sleeps 8, loaded. New boat here. \$15,000 or 500/month. Pago Pago Samoa. (684) 633-2465.

HANS CHRISTIAN 41. Ocean ready, Mercedes 72 hp diesel, Harken furling, headsails, reefers/fridge, Autohelm 7000, full B & G, SatNav, SSB, Loran, radar JRC weatherfax, Nilsson 3000 windlass, storm sails, cruising spinnaker, Switlik raft. Professionally commissioned & maintained. Sausalito. \$195,000. (415) 331-6234.

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CHEOY LEE 40, Garden design, all teak, copper riveted, new rigging, new running rigging, new Perkins 4-108, new gear box, new shaft and log, new prop, Loran, propane, refrigeration, major refit in 1992. Located in San Diego. \$65,000. (619) 365-0457.

WANTED: LANCER 44 motorsailer with twin Perkins (no turbos) and furling sails. Must be excellent. Modern electronics a plus. Will pay \$65,000. Have money in place. Phone Steve, (909) 356-4444, wkdy or Fax (909) 356-5353.

41-FT CT, 1976 Garden designed ketch perfect condition inside and out. Total cruise equipped. Too much equipment to list here. Asking \$78,000. (415) 332-4168, eves.

SPINDRIFT 43, hard to find Pilothouse/Motorsailer. Cutter rig, 80 hp Ford Lehman, 2200 mi. range. Forward and aft double cabins, 2 heads, roomy salon. Very clean and well maintained. \$129,000. (702) 631-4934.

41 ISLAND TRADER 1980 center cockpit all f/g ketch aft cabin fwd stateroom, 2 heads, showers, full galley, refrigeration, h/c pressure, low orig. hrs. Diesel, dinghy on davits. Beautiful teak interior very comfortable, very clean, full keel bluewater cruiser. \$69,000. (619) 296-0750.

43-FT POLARIS CUTTER. Excellent liveaboard. Serious cruiser. Diesel engine, genset, fireplace, 12 sails, 9 self-tailing winches, radar, weatherfax, SatNav, Loran, VHF, AP, windvane steering, extensive ground tackle, liferaft, dinghy, o/b, much more. Asking \$94,500, offers? Art Jackson (PYS), (619) 297-3735.

45-FT CENTER COCKPIT KETCH HULL. Nice lines. Roberts offshore 44. Steel hull, deck and cabin. Mercedes diesel. Railings, chainplates, dodger, davits and rudder. Stainless bow roller. Spacious aft cabin. New boat, interior bare steel. \$12,000. Serious calls only. (408) 336-2442.

ISLANDER 40, 1979. Peterson design racer with cruising amenities. Pathfinder 42 hp diesel, refrigeration, h/c water, CNG stove/oven, spinnaker, 2 jibs, 9 winches, dodger, wheel steering, inflatable, Loran, VHF, charger, KM/DS. Very fast. \$59,000. Call Joe, (415) 239-8130, eves.

CHEOY LEE OFFSHORE 41, 1978 ketch. Reduced. Tri-cabin, circular dinette, all teak interior, custom traveler, Alpha AP, ProFurl, Maxwell electric windlass, refrigeration, dodger, diesel heater, fresh LPU spars. Call for brochure and list. \$72,000. (707) 579-4298.

47-FT PETERSON CUSTOM 1989. Inside steering plus aft cockpit. U.S. built. Very fast. Unique interior with large main cabin for entertaining. Two staterooms, two heads. New electronics, radar, GPS, AP. Just returned from extensive cruise and ready to go again. \$119,500. (619) 523-4356.

CLASSIC KETTENBURG SLOOP K-40' 1960, Philippine mahogany on oak, 27 hp diesel. Recent ac/dc rewiring, battery charger, Norcold refer, bottom done Fall '92, tight and clean. Beautiful interior, excellent liveaboard. Owner had stroke. \$23,000 firm. (415) 459-6727, after 6 PM.

CT 41, 1975, traditional cruising ketch, excellent condition, great liveaboard, Autohelm, electric windlass, DS, KM, electric refrigeration, completely reconditioned engine and new wiring in 1992. Asking \$64,000. (916) 446-5278.

50-FT FERRO KETCH, gen (2), VHF (2), Horizon instruments, HAM w/weatherfax, AP, radar, SatNav, Loran, dinghy (2) life raft, inverter, fire-place, refrigeration, A/C. Dedicated berthing for 8. \$89,500 obo. Owner may help with financing. For equipment list & info, (707) 763-6074.

44-FT HARDIN KETCH, 1979. Excellent condition, center cockpit, perfect liveaboard, fully equipped for cruising, new paint, dodger, varnish, interior, etc., 58 hp Perkins diesel. Loaded with equipment. Prime S.F. Bay view berth. Asking \$118,000 obo. Motivated to sell quickly. (415) 941-1800.

SANTA CRUZ 50. Classy eye-catcher with swim platform. Excellent condition with \$200,000 retrofit/upgrade 1991. USCG certified for 25 passengers for hire coastal route. Currently in San Francisco Bay Service. Sleeps 10 in berths, 8 kw generator, 20 gal/hr watermaker, radar, GPS, stereo, tape, CD, dodger, windlass, refer, freezer, extra fuel, 13 bags sails. More. Race or cruise. 1992 San Diego-Manzanillo winner. \$275,000 or offer. (510) 682-6610.

50-FT GAFF RIGGED SCHOONER, 1974. Custom built. Heavy f/g construction. Ford diesel. Queensize stateroom. Bath tub, fireplace, sleeps 8. Hawaii vet. Located in Newport Beach but will deliver. New tanks. Propane stove & water heater. \$50,000 obo. (800) 347-5273, (503) 281-2491.

41-FT CHEOY LEE, 1980. Cruise or liveaboard, VHF, Loran, Autohelm 4000 AP, and Bidata speed/depth, Signet windspeed/point new dodger/sail covers, CNG, refrigeration, elec. windlass, 6 sails & spinnaker, 10-ft inflatable with 8 hp o/b. \$89,000. (707) 642-9157.

SANTA CRUZ 50, Mark II factory deep keel and tall mast for winward performance, features open transom, ready Transpac-Mexico, Ockam instrumentation and SSb-Weatherfax, full compliment of sails, new electrical wiring, engine driven refrigeration, winner Big Boat Series. \$199,500. (619) 222-4002.

41-FT KETTENBURG FIBERGLASS. Full-batten main, roller furling, diesel, AC/DC fridge, 8 gallon/hr watermaker, AP, GPS, Lewmar 44 self-tailers, 84 gallon fuel, 260 amp/hr gel batteries, dodger, VHF, call for extensive equipment list. \$49,000. (805) 466-5983.

RHODES RELIANT YAWL, Cheoy Lee 1968, 39'9" X 10'6"6" Classic lines in F.R.P. hull & deck with teak overlays. In 100 A1 condition outfitted with extensive cruising gear for all climates & conditions. Major refit 1990, always professionally maintained. Ready for South Pacific & beyond add groceries and go. Exceptional value at \$87,500. (415) 332-8928. No brokers.

TANTON 44, 1983. Cutter rig, returned 8 wks ago from cruise to New Zealand, boat & equipment in excellent condition, monitor wind vane, Perkins, GPS, SSB, radar, real fridge/freezer, proper shower, 2 heads, safe, fast, & comfortable. \$152,000. (415) 331-8746.

50-FT GULFSTAR KETCH, 1979. Preferred 3 stateroom layout. Large, light open salon with all amenities for comfortable offshore family cruising. Perfect condition. Perkins 4-154, Onan 7.5kw genset, full electronics, radar, AP, Loran, dive compressor, life raft, Avon, davits. Refit 92/93. \$150,000 obo. (805) 568-0707.

51 FEET & OVER

65-FT FREEDOM, 3 masted schooner built for the 1981 Whitbread Race. Beam 17.9, draft 7.4, new keel and 200-hp Volvo Penta. New bottom paint and top sides. Refitting not complete. Ask for Ron or Jennifer (510) 620-0642 or (510) 481-7211.

54-FT HERRESHOFF OFFSHORE ketch. Heavily constructed f/g hull, center cockpit, full keel with centerboard. Built in 1972, Windsong has just undergone a major refit and has too much new gear to list. \$110,000. Stuart, (415) 872-1234.

50-FT STEEL SLOOP. 3/4 complete estimated market value by marine surveyor as is \$150,000. Health reasons forces quick sale \$50,000 or trade for property. George, (415) 883-6757.

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BEAUTIFUL 1926 45-FT E. Schock yawl. Hull is excellent, needs new deck and cosmetics. Last sailed 8/92. \$18,000 obo. (510) 620-0672.

33-FT 1948 ALDEN KETCH, plan #856 red cedar, oak frames, fully restored, new keel bolts and re-fastened, North sails 120%, 150% Harken furling jibs, spin. Miz., sta sail, mast and hull varnished. \$38,500 obo. (510) 521-9268.

42-FT ALDEN MOTORSAILER, 1935. 90% restored. Completely refastened 1988. New interior. 1200 mile range with rebuilt 90 hp. D320 Caterpillar. Very classy, comfortable, capable boat for Northwest, Mexico, liveaboard, etc. Panama Canal veteran. \$40,000. (415) 364-9826.

"JINKER" VERY WELL KNOWN 40-FT wooden cutter by Sam Crocker. Beautiful, fast, strong, exciting to sail. A classic boat to be proud of and enjoy. Good condition. Berthed in Sausalito. \$49,500. Call (707) 573-9430, for detailed spec sheet.

42-FT GAFF RIGGED SCHOONER, Chapelle design, built in 1963. 40 hp Perkins diesel. Wood-burning heater, kerosene stove and lanterns. Extras. Well maintained. A beauty. \$50,000. Call (510) 357-6879.

"SPRAY" BUILT BY PETE CULLER 1929 - 38' LOD 14'6" beam, gaff rigged yawl. For sail or trade. Serious inquiries only. Please no drop bids. Write to R.D. Harris, 2269 Chestnut St. #376, SF, CA 94123.

20-FT GAFF RIGGED SLOOP. Unique, antique, the *Governor Bradford*. Probably the last existing small S.F. built small workboat. Great history. Built by George Kneass around 1887. Needs hull work. Former Master Mariner. Bill (415) 468-0854, lv msg.

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50-FT TRI RACING W/FOILS very good condition very fast 25+ knots. 1 main, 4 jibs, 3 spi., 4 APs, 1 VHF, 1 Avon 4-pers, 1 watermaker, 1 computer NKE, 1 watchman, 1 AM/FM radio and a lot more. Call Pierre (415) 775-0411.

WHARRAM 27-FT CAT. 1980 British Seagull, new sails trailer, excel. cond. \$6,900. Call (805) 927-1545, Les.

28-FT TRISTAR, 1985. Located the Guaymas, Mexico. Over \$20,000 installed gear. Harken furling genoa-reefing main. Lines to cockpit. Lewmar clutches, Harken self-tailing winches, Yanmar, GPS, plotter, radar, VHF, AP, windlass, dodger, more. \$25,000. Pager, (619) 689-5005.

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SEARUNNER 25, 5 sails, dodger, o/b, cockpit controls, dink, on 2 axle trailer, good strong boat. \$4,500 DOE. (505) 345-5753.

34-FT CUSTOM CRUISING CAT. Bi-plane Chinese lug rig, free-standing masts. Solid epoxy-ply construction. This unique vessel has been to Mexico. Solar, propane, outboard. 2 doubles. Documented. \$12,000 obo. (415) 967-7022.

PIVER 33 TRIMARAN VHF, dinghy, 10 hp o/b, ketch rig. Needs work. 4 sails. Quick sale, \$4,000 obo. Phone (011) 671-734-0409 or write Bill, POB 3263, Agana GU 96910 or call (408) 255-1038 for appt.

37-FT BROWN SEARUNNER TRIMARAN. Fast, smooth ride. Plenty of room. West system. Aluminum mast. Heavy duty rigging. 5 sails, dinghy. Full galley with great view. Many extras. Inventory, photographs available. Don't miss out on your dream boat. \$19,950. (916) 361-0639.

HOBIE 16-FT CATAMARAN, nice condition, with trailer and cat box. New trampoline, rigging and trailer electrical wiring. Ready to sail. I have too many boats. \$895. (510) 769-5496, lv msg if not there.

CROSS 26, \$8,000. New engine, new electrical (solar), newly refinished inside/out (2 yrs.) Ready to sail. VHF, stereo, propane, 4 sails + spinnaker. See at Pier 39, D dock. Can't afford 2 boats, please help. (415) 421-5854.

31-FT A-FRAME SEARUNNER. 6 sails, o/b, DS, VHF, 7 winches. \$6,950. Vince, (510) 634-1729.

HOBIE CAT 16, seldom used, fast, including trailer. Good sails. \$1,200. (415) 883-6873.

1983 HOBIE CAT 18. Great condition. Cover and trailer. \$2,800 obo. (209) 836-4128.

SAIL a brand new, custom 38-ft performance cruising catamaran. Fast, fun, level sailing. Sausalito berth. U.S.C.G. licensed skipper. Call (415) 974-9007, for more info. and/or reservation.

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43-FT ALBIN TRAWLER '79. Excellent long-range cruiser/liveaboard. Twin Lehman 125's, new genset, loaded with electronics, 2 reefers, large freezer, microwave, gas stove, large fuel/water capacity. Asking \$120,000. Contact Larry (415) 459-2916 or Richard (415) 453-5578.

1987 13-FT BOSTON WHALER. 35 hp Mercury, electric starter, hydraulic steering. Very low hours, 4 year hull warranty remaining. Trailer. Great fishing boat or tender. \$3,900. Call Jeff, (510) 847-0180, dys or (415) 331-6950, eves.

BAYLINER 25, 1982. Mercruiser 260 outdrive, flying bridge, custom trailer, head, 30 gallon pressure water, fishfinder, Loran, VHF, CB, salmon gear. Located Monterey Marina, slip lease transferable to buyer. \$22,500. Judd, (408) 624-7643, eves.

'66 27-FT CHRIS CRAFT CAVALIER. Covered berth in Richmond, glass dinghy, new bottom paint & tune up. Sleeps 4. Great for fishing or Delta. New baby forces sell. \$6,500 obo. (415) 925-9268, dys or (415) 457-1175, eves.

30-FT FIBERGLASS commercial fisherman (former Columbia Bar party boat) salmon rigged/licensed. Planing hull, 6V53 power, well deck flybridge. Full electronics, hydraulics, USCG compliance, floatation hull. Galley, head, sleeps 4. Owner retiring. Asking \$16,000. (707) 829-8801.

LIVEABOARD, 1936 STEPHENS cabin cruiser 48-ft. Very comfortable, sleeps 6. Located in Sausalito. Working galley. Maintenance has been deferred. This is a fine living space and is available for immediate occupancy. Asking \$12,500. All offers will be considered. Call "Hawk" (415) 332-5300.

CHRIS CRAFT CAVALIER 29-FT, 1963, 283 V8. Very well maintained. Sleeps 4, stove, cooler, head, dinette, sits 4, large back deck with full canvas enclosure. Recent haulout. Have past 2 surveys. \$6,900 obo. Joe, (415) 459-1126.

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PARTNERSHIP IN ERICSON 26-FT sailboat, well-maintained with new sails, new o/b Honda 4-cycle motor. Excellent Berkeley Marina berth. 1/2 interest \$2500 + \$62.50/month berthing fees. Jim Cone, (510) 845-7398.

SHARE BRISTOL 30. Want one experienced sailor to share my classic cruiser. Well balanced, new sails, large cockpit, tiller, and easy going captain. Use it all you want for monthly fee of \$175. Sausalito berth. Call Larry (415) 380-8377.

ONE-FIFTH PARTNERSHIP AVAILABLE in well-maintained 1986 Catalina 36 with Pier 39 berth. Two staterooms, head with shower, Universal diesel, dodger, furling jib, self-tailing, Loran, CNG. \$12,000 equity plus \$75/month for all expenses. Drew (415) 647-3760.

PARTNERSHIP IN CATALINA 25 1/4 interest, \$2,250 obo + \$50/mo. Berkeley berth. Sharpboat, good condition. (510) 417-7000. Ask for Martin.

MORGAN 38. Top shape. No maintenance duties. Roller-furling jib, new easy-reef main. Electric anchor windlass, diesel, sleeps 7 inside, refrigerator, VHF, stereo. 1/5 equity, monthly costs. Second home deductions may apply. Reservation scheduling. Sausalito Marina. Dale, (415) 964-2801.

OLSON 30 PARTNERSHIP. Buying bigger boat so must sell my partnership in well maintained Olson 30. Boat has four chutes plus North Kevlar jibs & full batten main. Electronics including Loran, KVH compass, & Signet Smart Pak. Epoxy barrier in 1990 & new bottom paint every year since. Join a fun boat and exciting one design class. (415) 469-5024.

ISLANDER 36, 1/2 partner wanted. New engine, new roller furling, new electronics. Sausalito berth. George, (707) 575-3535, dys or (707) 538-0828, hm.

GRAND BANKS, 32 partner wanted. Classic 1973 wood trawler yacht. Well maintained, well equipped with radar, Loran, VHF, video sounder, 2 fathometers, inflatable w/Seagull motor, A/P, Lectra-San new interior, many new components. Beautiful boat! (415) 332-3934.

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COLUMBIA 8.7 with diesel engine. Prefer clean boat but willing to give T.L.C. Phil (510) 522-4489. P.O. Box 1423, Alameda, CA 94501.

CRUISING GEAR FOR 34-FT: Roller furling, windlass, windvane, Yanmar 36M30, solar panels, watermaker, dinghy - must be in good working condition. (707) 642-0510.

LANCER 44 MOTORSAILER with twin Perkins (no turbos) and furling sails. Must be excellent. Modern electronics a plus. Will pay \$65,000. Have money in place. Phone Steve, (909) 356-4444, wklys or Fax (909) 356-5353.

WATERMAKER, weatherfax, 406 EPRI, life raft. Call Curt, (415) 588-3039

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SAILOR IN PARADISE looking for a first mate who is adventuresome, trim, non smoker/drugs and is free to sail from Hawaii to South Pacific and beyond. Information and photo to: Skipper Bob, P.O. Box 5160, Kaneohe, Hawaii, 97644.

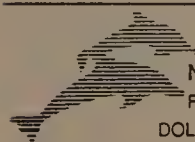
CREW: Single male graduate student desperately seeking to learn sailing. Will happily 1) do back-breaking slave labor on your boat or 2) provide beer/non-alcoholic beverages in exchange for lessons and opportunity to crew. Andrew, (408) 253-5655.

SHARE ADVENTURES IN PARADISE. Skipper USCG licensed, 43 (retired young) seeks special fun loving lady for extended cruising aboard beautiful 40-ft center cockpit aft cabin sloop bound for Mexico, Hawaii, and beyond. Steve, F-21, 1220 Rosecrans, San Diego, CA 92106.

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SEEKING FEMALE, 40-50, in harmony with the ocean, to sail to tropical waters on a beautiful 41' sloop equipped with all cruising necessities including pasta maker and food processor. There, we'll whisper a prayer of thanks for the beauty around us, offer medical care to inhabitants of remote anchorages (and probably repair something). French speaking and diesel skills a plus. I'm fit, attractive, irrepressably lovable and make an unbeatable Caesar's salad. POB 12371, Marina Del Rey, CA 90295 or (310) 821-1949.



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FEMALE CREW, COMPANION wanted by 62 year old skipper with 40' sail boat. Leaving for Mexico and the Caribbean, November 1st. Age and experience are not important. Must be fun loving and willing to learn. Roger, (510) 814-9942.

CREW POSITION WANTED. Delivery, cook, divemaster, and fishing experience. Female. Temporary or long term. Passport. References and resume available upon request. Serious inquiries only. P.O. Box 4129, Kailua-Kona, Hawaii 96745. (808) 329-7371 or Fax (808) 329-7372.

FEMALE CREW WANTED to sail Monterey Bay area, possibly cruise South in '94. 40' boat is well-equipped and a good sailer. Skipper 43 has cruised Mexico twice and South Pacific once, wants to go again. (408) 728-5919.

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CREW WANTED. Female to go cruising. Experience helpful, not necessary. I need a cook and companion to sail with. Not necessarily a girlfriend. I am 50, a cruising veteran going South in December. No special itinerary. Call Max, (510) 791-1937.

SAIL TO PARADISE aboard beautiful loaded 44' cutter leaving for Mexico, Tahiti, beyond, November 1. Join me for 6 months or more on trip of lifetime. Should have ocean experience. Non-smokers only. Share operating, food expenses. Call (310) 984-8487.

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MATURE SAILOR looking for male/female crew or partner on larger boat suitable for chartering or cruising non-smoke/drugs, cooking skills and/or Spanish a plus, sailing experience good but not essential. P.O. Box 2014, Santa Cruz, 95063. (408) 464-7246.

WANTED: SAILING "BUDDY". I have 47' ship. Leaving by Dec for Mex, PaCanal, Cayman Islands, Cubo, Florida. Arrive Florida by March. Will travel to Great Lakes and return Florida about August. Write P.O. Box 1085, Alviso, 95002.

SEEKING AN EXCEPTIONAL WOMAN sailor in her forties. This slender, dark, 5'8" early 50's, skilled sailor is seeking one unattached, attractive, East Bay woman who loves sailing. Like me you are looking for fun, friendship, and possible relationship. 1803A Alameda Ave, Alameda, CA 94501.

EXPERIENCED SAILOR, 42, and Brazilian wife - available to crew. On the Bay weekdays, possibly south this Fall. Open to all possibilities. Bilingual, honest and dependable. Can share food & operating expenses. Keith & Maria. (415) 775-6330.

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CREW NEEDED for trip to Mexico. 42' Cross tri leaving San Diego November 1. Call (916) 338-4249 after 4:00 PM and leave name, phone number and experience or contact Van or Bernadine aboard the *Western Sea* at Sherwood Harbor Marina in Sacramento. Prefer non-smoker and no drugs allowed.

EASY-GOING SKIPPER with exciting new boat looking for a single lady who enjoys sailing amongst all of her other interests. I am very fit, just 40, love to laugh and enjoy life. Sailing the Bay and Delta are high on my "fun" list. (415) 974-9007.

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'65 COLUMBIA CHALLENGER, 24'. Full keel, 2 mains, jib, built in and portable head. Sleeps 4 short people. VHF, 6 hp o/b, anchor, pfd's, compass, etc. Needs some work. \$900 firm or Sea Scouts get it. (415) 647-9302, Kevan.

MAGMA CHARCOAL BBQ, \$50. Sails - main: luff 33'8", leech 35'3", foot 14'0"; mizzen: luff 24'0", leech 25'0", foot 9'6". Both are from 35-ft ketch. Fair condition. Both \$300. Wanted: 2-burner propane stove w/oven, 33 lb Bruce. (408) 446-9363, Kirby.

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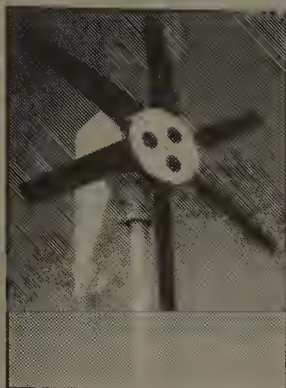
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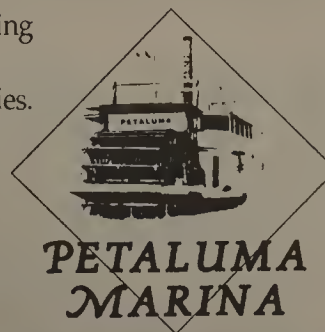
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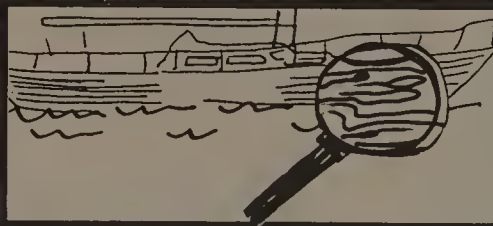
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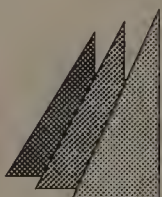
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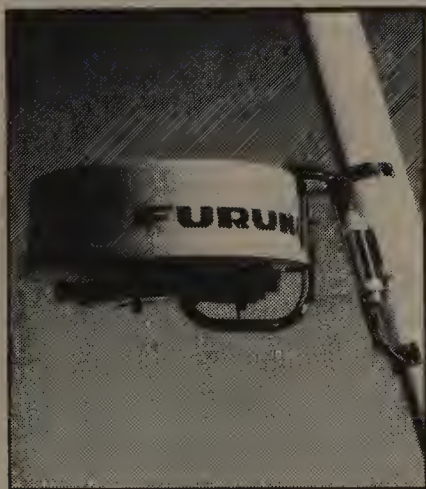
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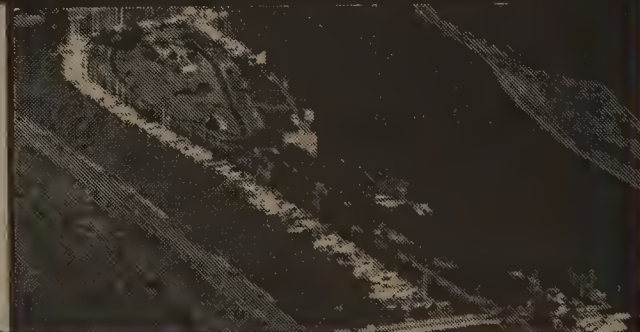
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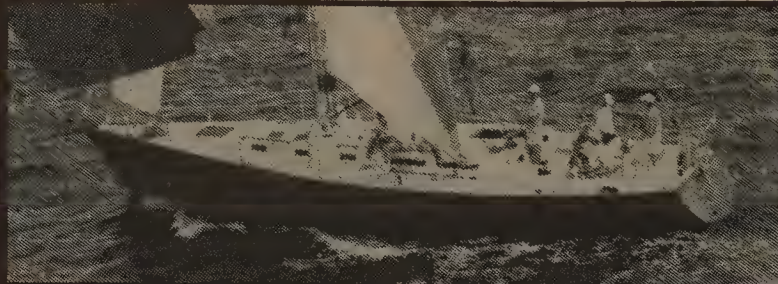
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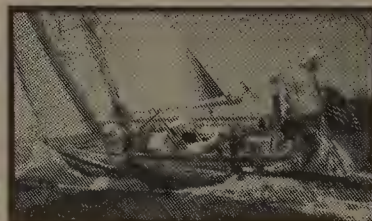
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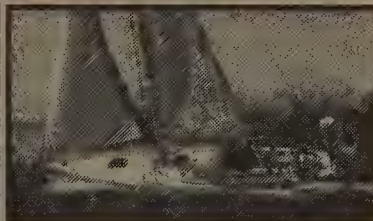
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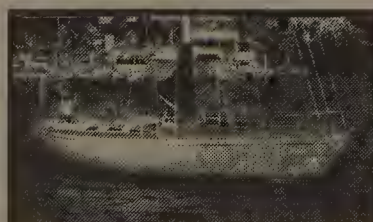
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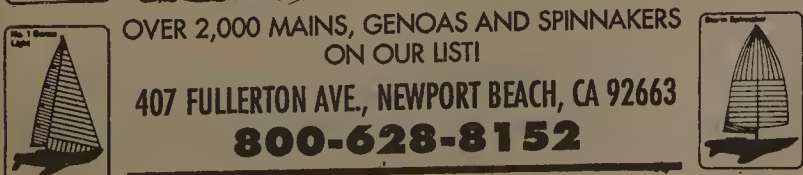
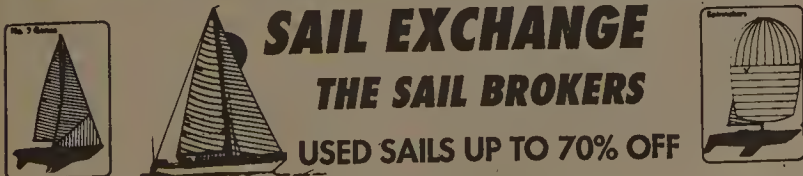
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44' ISLANDER, '74	Reduced \$72,500	32' THUNDER BIRD, '66	\$10,000
43' YOUNG SUN, '83	\$99,500	32' ARIES, '76	Reduced \$9,900
43' ROBT. STEVENS YAWL, '69	SOLD	27' CAL, '85	\$19,950
41' GARDEN KETCH, '75	\$79,500	27' S2 8.0 CNTR/CPT, '79	\$8,900
41' AUX. CUTTER, '41	\$57,500	27' HUNTER, '77	\$12,700
36' C & C, '79	\$48,000	26' COLUMBIA, '71	\$5,900
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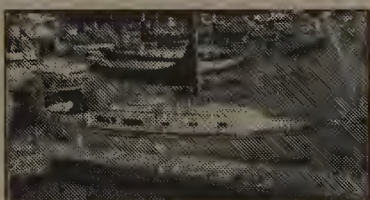
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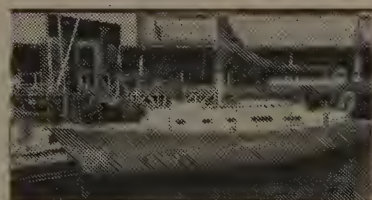
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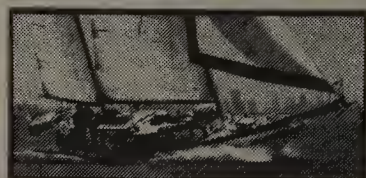
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Race equipped with full Kevlar sail inventory. Cruise equipped with complete electronics including radar. Ready to go anywhere!



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46	Island Trader MS, '81	150,000	30'	Catalina, '80	25,000
46	Frers IOR Bravura/Golden Bear '80	75,000	30'	Catalina, '78	19,000
45	Columbia, '73	80,000	29'	Cal, '70	12,500
45	Jeanneau, '85	145,000	29'	Cal 2-29, '77	22,500
44	Cascade, '91	139,500	29'	Ericson, '71	14,500
44	Lancer Motorsailer, '81	110,000	28'	Ericson, '84	28,500
44	Sparkman & Stephens, '73	59,000	28'	Hawkfarm, '77	15,550
43	Hans Christian T, '85	189,000	28'	Wylie, '73	18,000
43	Columbia, '71	70,000	28'	Lancer, '81	SOLD
42	Chapelle Schooner, '63	50,000	27'	Ericson, '74 & '72	from 14,500
41	Morgan OutIsland, '79	69,900	27'	Cal, '76	14,900
40	Rhodes, '50	30,000	27'	Catalina, '80	14,000
40	Tripp, '91	210,000	27'	Hunter, '80	16,000
40	8 Meter Sloop, '43	25,000	27'	Santana Custom, '68	15,500
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37	Tayana, '78	68,000	25'	Folkboat, '49	5,000
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35	C&C Landfall, '81	55,000	23'	Ranger, '74	6,500
35	Coronado, '72	30,000	20'	Cal, '67	3,200
35	Hughes, '79	35,000			
35	Rafiki, '80	57,000			
35	Ericson, '73	30,000			
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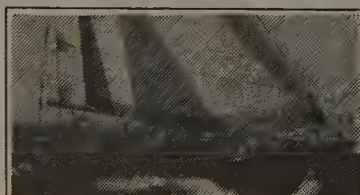


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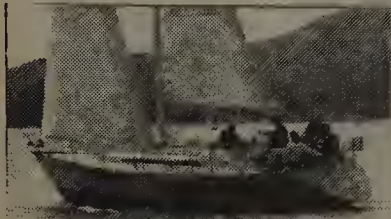
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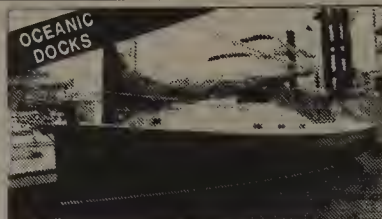
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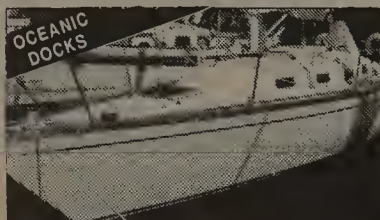
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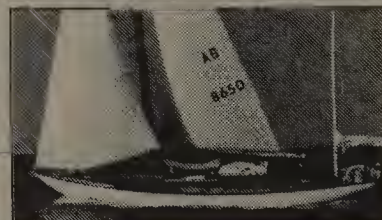
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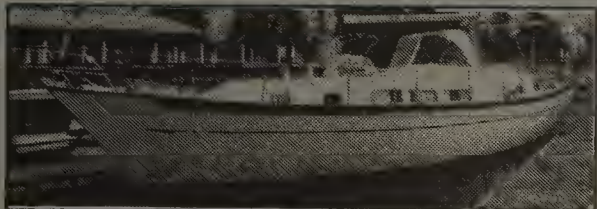
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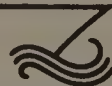
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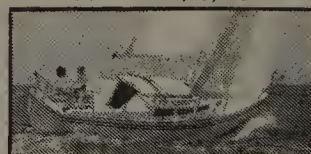
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Rare 3-double staterooms, 135 Perkins, gen. Offered at \$240,000.



28' Compass, 1979
Yanmar dsl. Perfect for S.F. Bay. Clean. Asking \$25,000. Docks.



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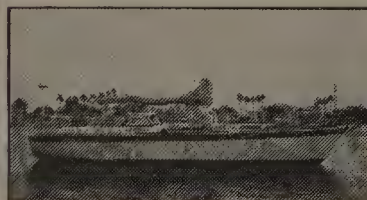
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44' HYLAS 1987 MKII MODEL

Designed by German Frers, LOADED with all the goodies including generator, watermaker and washer/dryer; easy for a couple to sail, in like-new condition and ready to go.

Asking \$219,000.



Some of our selected listings...

84' Custom Maxi Racer ...	\$ 295,000	75' Westside CMY	\$ 1,195,000
83' Schooner, 1934	225,000	75' Fast Motor Yacht	875,000
67' Barquentine	325,000	60' Ocean Alexander MY	695,000
50' Defever MS	59,000	53' Hatteras MY	275,000
44' Gulfstar MS	77,000	51' Symbol YF	279,000
44' Steel Cutter	119,000	50' Pacemaker SF	179,000
44' Custom Aluminum Sloop	68,000	46' Sea Ray Express, 1987	349,000
41' Newport Sloop	65,000	46' Sea Ray Express, 1989	299,000
39' Steel Spray Cutter	75,000	46' Sea Ray Convertible	299,000
35' Coronado C/C	27,000	43' Bayliner MY	179,000
32' Tahiti Cutter	59,500	42' Pilothouse Trawler	119,000
30' Catalina, 1979	25,000	37' C&L Sedan Trawler	64,000
30' Catalina, 1987	35,000	35' Bertram SF	119,000

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2525 Shelter Island Drive, San Diego, CA 92106

George Brokaw Yachts

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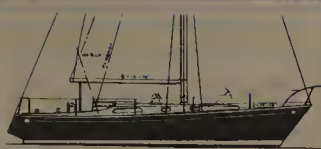
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20 Years at 2608 Shelter Island Dr., San Diego, CA 92106

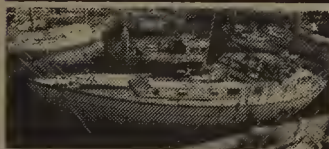


CT 41, '78. All fiberglass including deck and house. Recent 75 hp Volvo dsl. Truly Bristol condition. Great liveaboard and cruiser. Asking \$79,500.



36' PEARSON, '75. Low hours on rebuilt diesel. Mexico vet. Epoxy bottom. CNG stove, Avon, Navico AP, Tri-color. Sleeps 6. \$35,750. **Must sell.**

29' Cal 2-29, dsl	\$15,000	37' Hunter	2 from \$49,500
29' Cal 2-29, '74, dsl, nice!	\$18,900	38' Downeast cutter, '78, loaded	\$65,000
30' Sagitta, dsl, cruise equip'd	\$39,500	38' K-38	\$19,900
31' Morimer ketch, FG, dsl	\$22,500	40' Cheoy Lee Offshore, cutter	\$55,000
32' Ranger, '74, Atomic 4, ready	\$24,500	40' Atkin ketch, '75, oak, fir, teak	\$32,500
32' Westsail, '77	Offers	40' Yorktown	\$34,500
32' Dreadnought, '92	Loaded!	41' Steel French C/8 cutter	Call
32' Ericsons	3 from \$18,000	41' Kettenburg, F/G, cruise equip'd	\$45,900
34' Cal 2-34, '75, 25hp dsl	\$24,950	42' Westsail, ctr. cockpit	\$97,500
35' Ericson	2 from \$28,500	42' Colvin, '88 Steel PH Cutter	Call
36' Islander, '72, 4-107 dsl	\$24,900	44' Hardin Ketch, best on Coast	\$120,000
36' Block Island cutter	\$18,500	44' Peterson, alum., fast cruiser	\$70,000



45' EXPLORER

Fiberglass center cockpit. Great aft cabin. New Furuno 24 mile radar, hard bottom inflatable with davits, Robertson AP. Estate must sell! Was asking \$95,000. Try \$75,000.



35' HALLBERG RASSY, 1974.

Center cockpit. Only 300 hours on 46 hp Westerbeke, Benmor AP. A super world class cruiser. Reduced to sell! Asking \$49,500.

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45' JEANNEAU 1984. Hand laid fiberglass, teak decks, beautiful teak interior. Cruise ready, loaded w/quality gear incl. Brookes & Galehouselec., watermaker, a/c At our docks. Asking \$145,000.



44' TANTON CUTTER South Sea vet. Full electronics incl. GPS, Manitar vane, PraFurl, dodger. Custom interior, new upholstery. Fast and comfortable. Asking \$150,000.



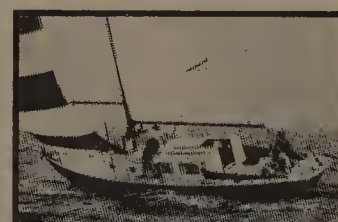
44' TEAK KETCH 1 3/4" solid teak planked hull, Ford dsl. Excellent cruise or liveaboard. Recent upgrades incl. fresh topside paint and reconditioned teak decks. Only Asking \$39,000.



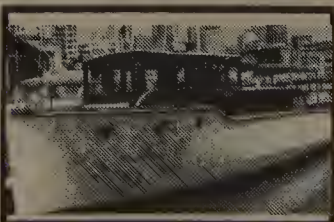
30' CATALINA Wheel steering, all lines led aft. Roomy and priced right. Two boat owner. Asking Only \$15,000.



29' ERICSON By Bruce King. 1/B aux. Accommodates 6, loaded with gear! 3 headsails, Barlow winches, emergency gear. Asking \$16,500.



28' TRITON Alberg design. Fiberglass 1/B aux., full keel. Active Bay class of offshore, well maintained. (ESTATE MUST SELL). At our docks. Make Offer.



43' LAKE UNION '23 classic M.Y. Quality teak cabin, interior/decks. Fard Lehman dsl main w/only 350 hrs. Major structural upgrade and new covers. At our docks. Try \$25,000.



40' SANTA BARBARA Fiberglass, turbo Perkins main, roomy interior w/fore and aft staterooms. Repainted inside and out. Equipped incl. radar. Asking \$68,000.

SAIL - PARTIAL LIST

61' C&C KETCH, Cruise Ready, Loaded	\$310,000
45' LAPWORTH, Diesel Aux	\$39,000
42' VAGABOND KETCH	\$150,000
39' C & C, Two Listed	From \$69,000
38' PACIFIC, New Zealand Quality	\$79,000 Offers
36' CHEOY LEE LUDERS KETCH, Our Docks	Try \$33,000
36' P/H SLOOP, Two Boat Owner	\$69,000
30' ISLANDER, Our Docks	\$13,500
29' GULF MOTORSAILER	Reduced to \$29,000
27' LANCER POWERSAILER, Our Docks	\$15,000
26' MacGREGOR w/trailer, '85	\$ 8,500
22' CATALINA, Our Docks	\$ 5,500

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29' J/29, masthead rig	2 available!
29' OLSON great fun to sail	\$24,000
30' J/30, 1979	\$33,900
30' OLSON 911SE, 1990!	\$44,000
30' CAPO by Carl Schumacher	\$45,000
33' NEWPORT, 1983	\$29,500
33' RANGER by Jensen	3 from \$16,000
33' PEARSON 10M, new LPU hull	\$26,000
35' CAL SLOOP, 1984 w/diesel	reduced to \$54,900
35' DUFOUR SLOOP fin keel	\$49,900
37' ENDEAVOUR SLOOP	\$52,400
38' ERICSON 2 cabins, IMMACULATE!	\$69,000
38' DOWNEASTER CUTTER, 1975	\$57,000
40' CHEOY LEE offshore sloop	\$55,000
40' OLSON, ULDB "fast is really fun!"	\$75,000
43' BENETEAU Moorings - 3 staterooms	\$135,000
43' SPINDRIFT PILOTHOUSE cutter	\$139,000
44' HANS CHRISTIAN Pilothouse	\$215,000
45' FUJI KETCH, 1980, 2 staterooms	\$189,500
47' GULFSTAR SAILMASTER center cockpit	\$142,500

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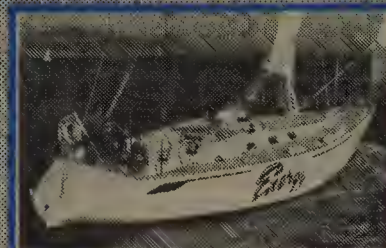
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41' ENERGY '88. Lavaronis 2-ton cutter. Exotic wood interior, teak decks, 200 mile/day, Pacific vet. \$89,500.

SAIL

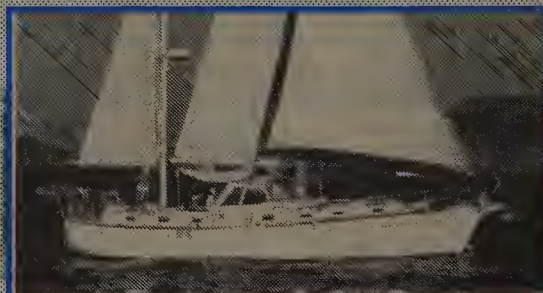
LOD	BUILDER	YR	PRICE	LOD	BUILDER	YR	PRICE	LOD	BUILDER	YR	PRICE	LOD	BUILDER	YR	PRICE
65'	MacGREGOR	'87	\$137,500	37'	TAYANA	'78	\$67,000	28'	ISLANDER	'83	\$19,500	40'	BLUEWATER	'78	\$69,500
57'	ABEKING & RASS	'25	\$68,000	36'	HERITAGE	'78	\$59,000	28'	ISLANDER	'77	\$19,000	40'	CRUIS-A-HOME	'75	\$55,000
54'	VEN. tops'l schooner	'79	\$195,000	36'	ISLANDER	'78	\$39,000	28'	ISLANDER	'85	\$27,900	40'	MATHEWS	'47	\$42,000
52'	CHEOY LEE	'82	\$205,000	36'	ISLANDER	'76	\$44,000	28'	NEWPORT	'77	\$12,000	40'	OWENS	'64	\$41,500
51'	MORGAN O/I KTC	'76	\$115,000	36'	ISLANDER	'76	\$47,500	27'	CAL	'74	\$17,500	39'	CHRIS CRAFT	'85	\$49,000
50'	FORCE 50	'78	\$145,000	36'	ISLANDER	'79	\$43,000	27'	CATALINA	'78	\$10,900	38'	BAYLINER	'87	\$115,000
49'	HOPE	'04	\$69,500	36'	ISLANDER	'76	\$39,500	27'	ERICSON	'74	\$17,000	38'	HUNTER	'59	\$23,000
46'	MORGAN	'79	\$132,000	36'	PEARSON	'85	\$85,000	27'	LANCER	'84	\$18,600	38'	PACEMAKER	'70	\$30,000
46'	ALDEN SCHOONER	'31	\$35,000	36'	S2, center cockpit	'84	\$75,000	26'	ERICSON	'85	\$24,750	37'	NEWHAVEN HB		\$15,000
45'	JEANNEAU	'84	\$145,000	36'	GULFSTAR	'72	\$45,000	26'	ERICSON	'88	\$29,500	36'	NEWPORT TRL	'70	\$57,000
44'	ALUMINUM S&S	'73	\$59,000	36'	FREEDOM	'88	\$120,000					36'	CHRIS CRAFT	'64	\$26,000
44'	TANTON	'83	\$158,000	36'	CATALINA	'87	\$69,900					36'	CHRIS CRAFT	'61	\$33,000
43'	COLUMBIA	'69	\$56,000	35'	SANTANA	'80	\$47,000					36'	EGG HARBOR	'78	\$115,000
41'	FREEPORT	'76	\$88,500	34'	WYLIE	'79	\$34,000	75'	WESTIDE FG MY	'86S1,195,000	35'	CHRIS CRAFT	'68	\$58,500	
41'	GARDEN	'73	\$65,000	34'	C&C	'79	\$35,000	65'	CHRIS ROAMER	'71	\$425,000	34'	JOHNSON	'28	\$20,000
41'	MURRAY-PETERSON	'83	\$89,000	33'	HUNTER	'79	\$29,000	65'	CUSTOM CHARTER	'78	\$275,000	34'	CALIFORNIAN	'78	\$60,000
41'	RHODES	'66	\$60,000	33'	SWIFT	'78	\$50,000	60'	BURGER	'57	\$285,000	34'	CALIFORNIAN	'80	\$58,500
41'	MORGAN	'73	\$61,500	33'	PETERSON	'79	\$20,000	55'	CHRIS CRAFT	'62	\$119,000	34'	CHRIS CRAFT	'91	\$78,000
40'	C & C	'82	\$72,000	32'	ARIES	'76	\$30,000	53'	BLUEWATER	'80	\$179,000	34'	HATTERAS	'64	\$25,000
40'	CHEOY LEE O.S.	'71	\$52,000	32'	COLUMBIA	'76	\$24,500	50'	TROJAN/SHEPHERD	'69	\$147,000	33'	CHRIS CRAFT 336	'84	\$49,900
40'	ISLANDR-PETERSON	'80	\$64,000	32'	MORGAN	'79	\$39,000	49'	ALBIN TRAWLER	'80	\$135,000	32'	UNIFLITE	'79	\$49,500
40'	MARINE TRADER	'82	\$85,000	32'	WESTSAIL	'76	\$45,000	47'	STEPHENS	'60	\$179,000	31'	RIVA	'78	\$88,750
39'	C & C	'73	\$77,000	31'	COLUMBIA	'66	\$21,000	46'	CHRIS CRAFT	'64	\$69,000	28'	ALLMAND SF	'79	\$31,500
38'	ERICSON	'81	\$65,000	30'	CATALINA	2 from \$22,000		45'	LANCER	'81	\$142,500	28'	CARVER	'85	\$35,000
38'	HINCKLEY	'69	\$95,000	30'	CHANCE	'74	\$15,000	44	LHRS	'70	\$72,500	28'	SEA RAY	'86	\$33,000
37'	HUNTER LEGEND	'88	\$84,500	30'	ISLANDER MKII	'71	\$17,500	42'	CALIFORNIAN	'78	\$89,500	28'	BAYLINER	'79	\$15,000
37'	ISLANDER	'68	\$44,000	30'	PEARSON 303	'84	\$46,666	42'	MATHEWS	'52	\$55,000	25'	BAYLINER	'85	\$22,500
37'	RANGER	'74	\$36,500	29'	ERICSON	'77	\$19,500	42'	UNIFLITE MY	'84	\$159,000				
37'	RANGER	'73	\$42,500	29'	BUCCANEER		\$19,000	42'	CHRIS FG SPURTHRICE		\$75,000				

POWER

LOD	BUILDER	YR	PRICE
75'	WESTIDE FG MY	'86	\$1,195,000
65'	CHRIS ROAMER	'71	\$425,000
65'	CUSTOM CHARTER	'78	\$275,000
60'	BURGER	'57	\$285,000
55'	CHRIS CRAFT	'62	\$119,000
53'	BLUEWATER	'80	\$179,000
50'	TROJAN/SHEPHERD	'69	\$147,000
49'	ALBIN TRAWLER	'80	\$135,000
47'	STEPHENS	'60	\$179,000
46'	CHRIS CRAFT	'64	\$69,000
45'	LANCER	'81	\$142,500
44'	LUHRS	'70	\$72,500
42'	CALIFORNIAN	'78	\$89,500
42'	MATHEWS	'52	\$55,000
42'	UNIFLITE MY	'84	\$159,000
42'	CHRIS FG SPORTFISHER		\$73,000



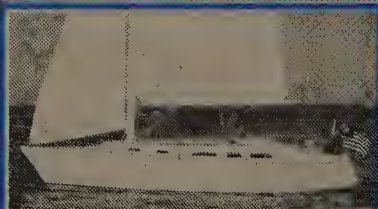
52' CHEOY LEE '82. Three staterooms, twin dsls, 12 kw Onan, SatNav, WeFAX, autopilot. Condition recently upgraded. \$205,000.



46' MORGAN, '79. Brewer design ketch. SSB, VHF, autopilot, SatNav, radar, davits. Much equip new, everything works. \$132,000.



54' VENNEKENS TOPS'L SCHOONER, 1979. Belgium built galvanized steel, high quality construction, water-tight bulkheads. A finely fitted yacht. \$195,000.



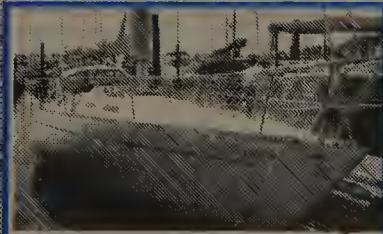
36' FREEDOM '88. Unstayed mast, self-tacking jib, quarter berth stateroom, radar and autopilot. \$120,000.



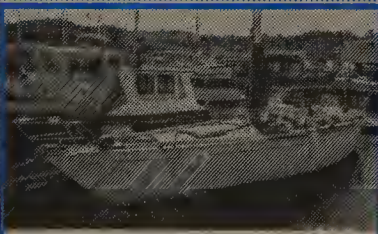
36' CATALINA '87. 2 stateroom sloop. Full canvas, FB main, refrigeration, radar, autopilot, Loran. \$69,900.



36' GULFSTAR '72. Motorsailer, liveaboard, autopilot, 2 heads, refrigeration, 3 kw generator. \$45,000.



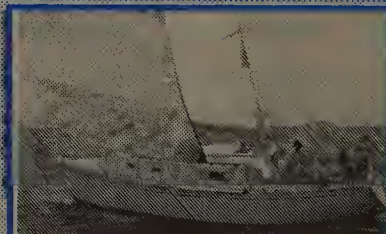
37' RANGER, '73. Like no other. A rich custom interior, a work of art. New dodger and cushions. \$42,500.



44' ALUM. S&S SLOOP '73. Sparkman & Stephens sloop. Alum. hull and house, teak decks. A lot of new rigging and cruising gear. Looks like a Swan. \$59,000. (sistership)

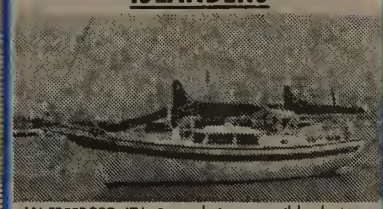


44' TANTON '83 Cutter. So. Pacific vet. All electronics, sails and rigging new within the last four years. \$158,000.



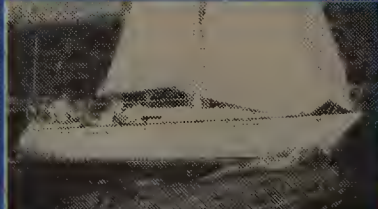
32' MORGAN '79. Solid pocket cruiser. Autopilot, dinghy, watermaker, new mainsail. \$39,000.

** ISLANDERS **



41' FREEPORT, '76. Perry design staysail ketch. Many upgrades include rigid dodger, boom gallows, autopilot and more \$88,500.

40'	PETERSON, '80, very fast	64,000
37'	1968 CLASSIC	44,000
36'	5 FROM	36,000
28'	1983, wheel, diesel	19,500
28'	1977, teak, oak interior	19,000



34' C&C '79. Gleaming green hull. Seven headsails, hydraulics & Autopilot. \$35,000.



42' CALIFORNIAN '78. 2 staterooms, 2 heads, radar, Furuno fishfinder, 7.5 kw Onan. Twin diesel. \$89,500.



38' HINCKLEY, '69. Super clean and loaded. \$95,000/offer.

31'	COLUMBIA, C. Morgan design	21,000
38'	ALDEN	48,500
38'	HINCKLEY	95,000
40'	CHEOY LEE OS	52,000



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*not good with other promotions



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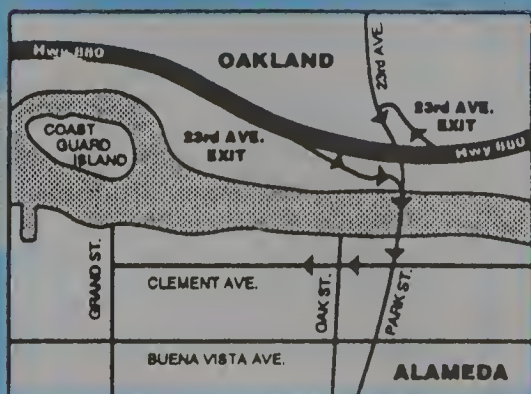
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